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NEED FOR SPEED UNDERGROUND



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Game Experience May Change
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PRIMA OFFICIAL GAME GUIDE

Prima Games

A Division of Random House, Inc.

3000 Lava Ridge Court
Roseville, CA 95661
(800) 733-3000
www.primagames.com

Dan Irish



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Product Manager: Jill Hinckley

Editor: Amanda Peckham

Layout & Design: Graphic Applications Group, Inc.

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DEDICATION

To Barb, who always had the patience to yell after "just one more level" was finished.

GAMEPLAY- HITTING THE STREETS

Need for Speed Underground 2 improves on the original *Need for Speed Underground* with a horde of new features and exciting gameplay. With several new race styles, special events, hidden races, sponsor contracts, and hundreds of new pimping accessories, it's like a phat new dream world of underground racing. It's time to hit the streets and find out just how much Bayview has to offer.

WELCOME TO BAYVIEW

Exploring the City

Bayview has a lot to offer the underground racer in both new, talented opponents and a diverse geography to spin your tires on. There is certainly no shortage of racing venues in this city, from the urban sprawl of the downtown core to the tight old streets of Fort Union to the lofty forest highways of Jackson Heights. Bayview has it all. Here's a quick breakdown of what you can expect to find around town.

Bank



Bank is the cold, hard currency used in *Need for Speed Underground 2*. You acquire it primarily by winning races but it can also be found hidden around town in small denominations.

Watch for the green Bank icons floating behind buildings and along alleys. It all adds up to more toys for the ride in the end.

The hidden bank icons are initially worth \$50, but as you move through the game, they can be worth up to \$200. Keep your eyes peeled for them as more appear throughout the game.



NOTE .00.23

Information points are scattered around Bayview. They are gameplay hints that may also contribute a small bit of Bank to your pockets.

Shops

Bayview has a diverse service industry catering to the underground racing scene. Shops around town include performance, graphics, accessories, and the car lots. All of the shops are indicated on the in-game map by different colors. They are consequently very easy to find once identified.



Each district in town has at least one of each type of store, sometimes several. Try to find them all as many new shops unlock access to new parts or accessories.



TIP .03.08.30

While exploring Bayview or racing, keep your eyes open for colored street lights indicating the location of a shop. If you haven't been inside yet, it doesn't show up on your world map. If you don't have time to stop, make note of its location so you can come back later.

RACING 101

Practice, practice, practice; these are the three best words of advice. Get to know your tracks very well and run through them over and over to learn all the obstacles and, most importantly, get closely acquainted with all the best lines.



Automatic vs. Manual

Automatic transmissions work in the game the same way as they do in real life. Once a set RPM is hit, the transmission will shift gears up or down accordingly.

Manual transmissions also work in the game the same way as in real life. There's a steep learning curve but once it becomes second nature, you can be faster on the track with a greater level of control over your transmission.

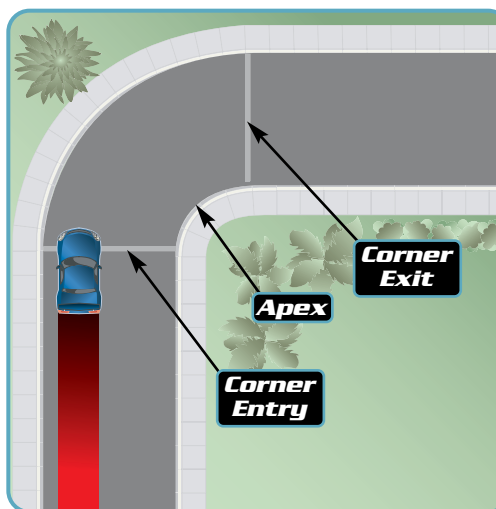
Try racing with an automatic transmission for a while until you're comfortable with the controls, car handling, and race events. With fewer distractions, it will be easier to concentrate on winning. You can play through the entire game without having to switch from an automatic car, so don't feel pressured to change up to a manual.

Braking

Skillful use of the brake will undoubtedly make you a better racer. There are several braking techniques detailed ahead that every racer should have working knowledge and experience with.

Every corner is divided into three segments; the turn entry, the apex, and the turn exit. Learn to recognize these segments in every corner to master the essential art of technical braking.

Straight Line Braking

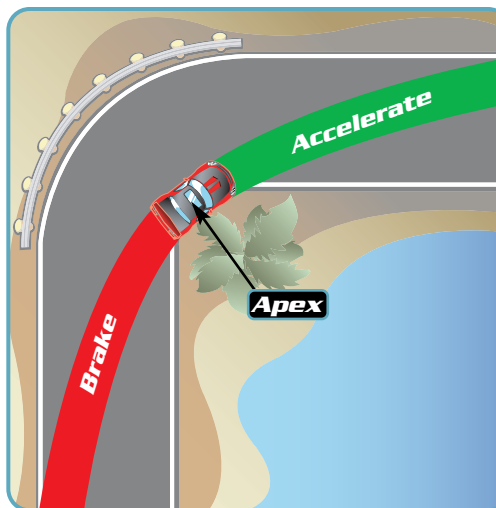


This principle is the Holy Grail of braking. Always brake the hardest when traveling in a straight line prior to a turn entry. Any turn in the wheels at all could force your car into an understeer or oversteer condition (drift) at sufficient speed. Learn

the threshold of your car's brakes to anticipate just how hard to brake without forcing a loss of traction.

When approaching a corner, apply the brakes to near maximum in the straight section immediately in front of the corner entry point, and then at the turn apex release the brakes and accelerate to rip out of the turn's exit.

Trail Braking



A more difficult technique to master, trail braking involves delaying your braking until you are just before the turn entry and continuing to brake through the turn to the apex where you can begin to accelerate out of the remainder of the corner.

The trick here is to not force your car to drift while braking through the turn. Know your car well enough to know its braking threshold so that you know how hard to brake without causing it to oversteer and slide into a wall.



Engine Braking



On manual transmissions, gearing down once will slow the engine and result in reduced speeds. Excessive downshifting will overrev your engine and result in reduced speed and costly added seconds to your time. Engine braking is

sometimes favored by racers who want that extra torque coming out of a turn.

OVERSTEER VS. UNDERSTEER

Oversteer is a condition in which the rear of the car is sliding out from the direction of travel by the car. The front wheels are tracking in the direction of travel, but the rear of the car comes out from behind the



front wheels. In controllable circumstances, this is often beneficial in finding the tightest line through a course. However, when the rear of the car loses traction and slides out (oversteer always slides to the outside of a curve) in an uncontrollable condition, this can send you into a spin. The way to correct this condition is to add more throttle, bringing more weight and force to the rear of the car, then steer in the direction of the skid.

Understeering is when the front wheels are not steering the car effectively. They have lost sufficient traction to continue to drive the car around a corner. In this case, the car generally goes straight into the wall or off the road, regardless of how much the front wheels are turned. The car's condition is such that it cannot turn at the rate at which the front wheels are turned. This leads to the understeer condition and 'plowing' off the roadway. This can be corrected by slowing down and returning more weight to the front of the vehicle. However, be cautious when recovering from understeer since the tendency is for the car to suddenly 'grab' the road when the understeer condition ends and the front end can throw the back end into an oversteer condition. This is called 'fish-tailing' and it is why understeer is often more hazardous than oversteer.

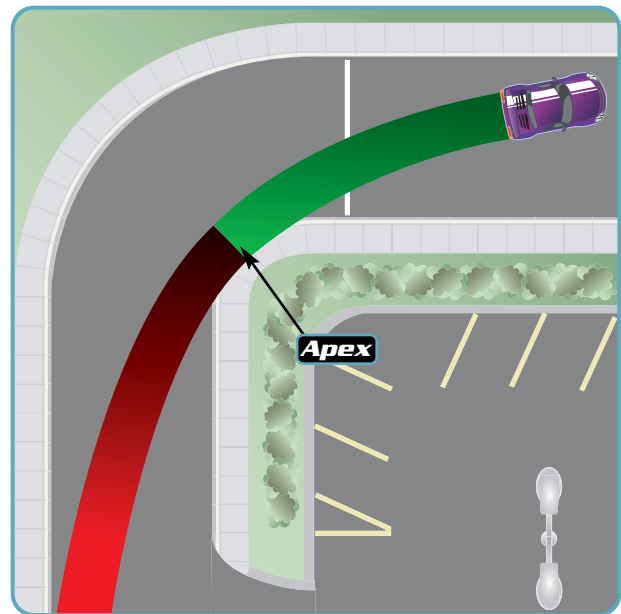
Street Lines



Imaginary lines on the race track follow the path of least resistance that will allow for either the safest route or fastest route. Remember that the shortest distance between two points of an apex is a straight line from apex to apex. The

lines can be slightly altered depending on your situation, speed, and track conditions. Use mild curves between the apex and around the corners, straightening them out as much as possible. How you want to exit the turn is dependent on how you enter the turn, so set up your turn entry correctly. Remember, cornering success is determined by accurately reading the conditions of each turn in the course. Consider these your basic guidelines to build upon your racing success.

90° Turns



This line has a good balance between entry and exit speeds and passes evenly through the apex. This turn alignment has the most occurrences of all corner shapes. Feel free to experiment in time trials to find the best line through this most common of corner types.

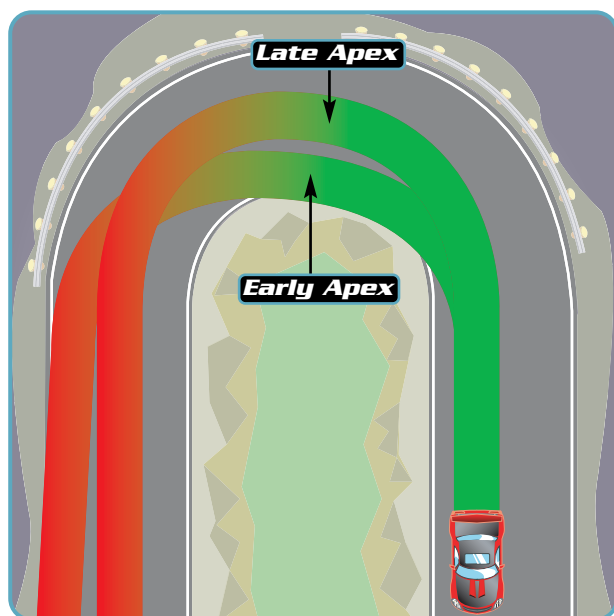


TIP .03.08.30

"Slow in-Fast Out"—make this your braking mantra and chant it over and over in your head. The sooner you slow down prior to taking a turn, the faster your acceleration will be coming out of it. Using this technique will decrease the chance of costly seconds of added lap time by preventing uncontrolled slides and/or disastrous collisions.

Its natural opposite, "Fast in-Slow Out," is a wacky racing "technique" commonly used by greenies and naïve leadfoots, since that is the natural tendency of inexperienced drivers.

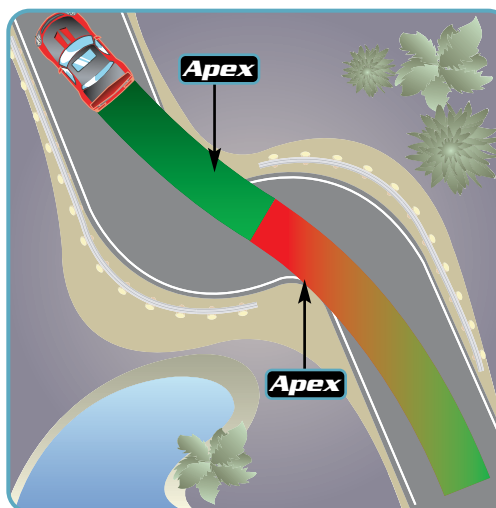
180° Turns



These hairpin turns generally have two accepted lines which are both based on circumstances. For safety (low risk cornering), the easiest line to execute is the one that hugs the apex all the way around the inside of the corner, keeping wide on both the turn entry and exit.

The more challenging line is also the fastest line; you will need to practice this one much more than the standard line. Start at the center of the turn entry, move to a late apex curve along the outside edge of the turn when you pass the middle of the apex, and follow the outside to the turn exit. You should shoot out of the corner along the outside edge while maximizing your exit speed.

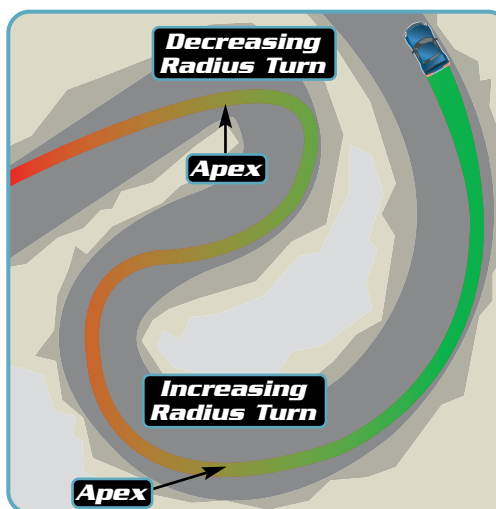
Chicanes



Chicanes create a horizontal diversion in the track. Treat them as S-turns with a narrower path between apexes. In city driving, chicanes are used to divert the path of travel and shift it sideways. On closed circuits, they are a short, tight challenge.

Chicanes get even more complicated when elevation changes are thrown into the mix. Try to make a straight line through them, from inside line to inside line. The straighter the line, the faster your exit.

Decreasing/Increasing Radius Turns



Decreasing radius turns start with a wider radius and become tighter as the corner continues. These corners present possibly the most challenging turn to maintain proper alignment and speed throughout.

They are also the worst cause of spins and collisions. The best option is to cut in close to the inside and early apex, then move to the outside of the turn exit as you come out of the corner, applying full throttle as you exit.

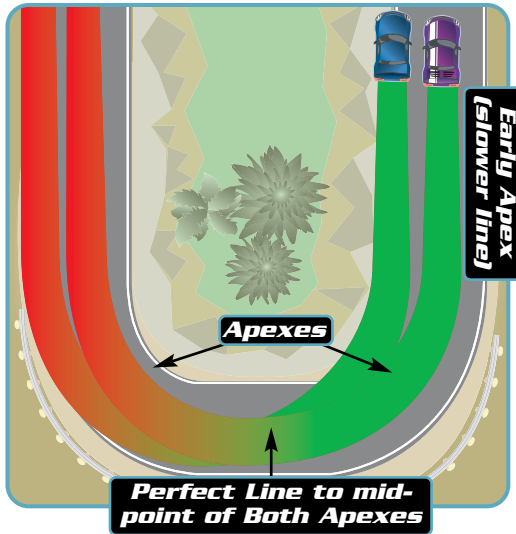
Increasing radius turns become wider in radius as the corner progresses. Start cornering early and keep tight to the apex as your exit the corner. Usually the apex for these long corners is somewhere off from the side of the road.

Double Apexes

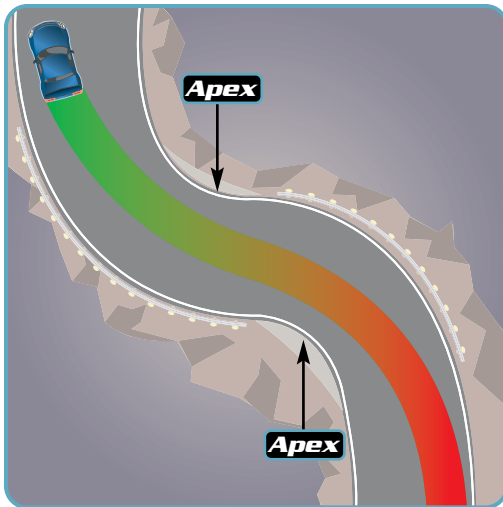
Double apexes are similar to hairpin corners. The exception is that they have a flat spot on the inside of the corner, effectively separating it into two parts, or apexes. There's an imaginary apex that a good driver must visualize halfway between the double apexes.

Aim for this imaginary apex.

Choosing one line over another is based on track conditions before and after the double apex. It depends on how you enter and exit the turn. If it is a fast entry, then go for the late apex, which allows for a higher speed, but a longer distance. If it is a slow entry, go for the early apex at a shorter distance.



S-Curves



This snake of a corner series has been racers' worst nightmare since the early days of racing. These corners can be solved with the most basic geometry; a straight line through each apex will be the smoothest path available. Follow the straightest

path from the outside first turn entry through the apex and right through to the outside of the second turn exit. Resist the old nostalgic temptation to swerve back and forth twice,

praying that you don't bail, and test this out. You'll never look at snakes the same way again. Just don't tell your friends so you can still get a kick out of seeing them sweat when these corners appear on the map.

DRIVER AI (COMPUTER OPPONENT DIFFICULTY)

The only aspect of gameplay this affects is the degree of AI difficulty. Here's a general breakdown for the differences in the AI levels:

EASY

- Cars don't dodge traffic very well
- Cars hardly ever take the track shortcuts
- Cars rarely brake before turns
- Overall, they make more mistakes

HARD

- Cars dodge traffic very well
- Cars always take the track shortcuts
- Cars block you when you try to pass
- Technical braking before turns
- Overall, they make less mistakes

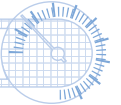
Racebreaker



The Racebreaker feature is a regenerating nitrous supply that is available once you have upgraded your ride to include N2O systems. Superimposed on top of your usual N2O gauge is the phantom Racebreaker gauge. There are two

shades of blue used so you can tell how much "extra" or Racebreaker nitrous you have available.

Remember, Racebreaker N2O is variable and you can keep using it and getting more as long as you're pulling out the stops in the streets and busting some tricks. Below is a list of tricks that score points or penalties that influence the level of your regenerating Racebreaker N2O supply.



Instant Points

- **Sprayshow**—from purging your N2O vents.
- **Traffic Hit**—penalty from hitting traffic vehicles.
- **Lead Lap**—lead a lap in a race.
- **Clean Section**—make it through a race section without hitting anything.
- **Clean Lap**—make it through an entire race lap without hitting anything.
- **Shortcut**—take a shortcut.
- **Avoided Accident**—narrowly avoid an accident with another traffic vehicle.
- **360°**—perform a 360° while driving.
- **Best Lap**—score a best lap during a race.
- **Head Start**—get a jump off the line on the other racers.
- **J-Turn**—drive in reverse and swing the car around to drive away forwards.
- **Burnout**—spin the tires and lay a patch of rubber.
- **Leap Frog**—jump over a traffic accident.
- **Fifth Spot**—gain fifth spot in a race.
- **Fourth Spot**—gain fourth spot in a race.
- **Third Spot**—gain third spot in a race.
- **Second Spot**—gain second spot in a race.
- **First Spot**—gain first spot in a race.
- **Hydraulic Bounce**—use your hydraulics to bounce around on the streets.



Continuous Points

- **Powerslide**—performing powerslides.
- **Hangtime**—the more air you get, the more points.
- **Drafting**—stay in the slipstream of the car in front of you.
- **Reverse**—drive in reverse.
- **Hydraulic Extend**—extend and retract your hydraulics in a rhythmic series.



This is a series of shots showing the leapfrog maneuver described above.



TIP .03.08.30

Recharge your Racebreaker nitrous supply by dodging traffic and avoiding accidents. When your multiplier is high, it's the best way to get a huge boost on the meter.

CONCLUSION

That's it for basic gameplay and an outline of what you find around Bayview. Turn to the next chapter to learn more about your underground racing career.



GOING UNDERGROUND

YOUR UNDERGROUND RACING CAREER



Welcome to the underground racing scene. You will have plenty of chances to prove your skills. You'll have to climb your way up the ladder in over two hundred different races in your slow climb to the top. Progression into the local rankings will be slow at first, but, with enough effort and practice you'll soon bust into the scene with the best of the underground racers. It'll be no walk in the park going head to head with the best racers who want nothing more than to keep rookies like you out of the spotlight. They're out there practicing and racing, so go out and challenge them!

Events Overview

Underground racing is composed of all major race types in the game, with a few more twists thrown into the mix. You will be working the usual Circuits, Sprints, Drags, Drifts, Street X, and Underground Racing League, but you will also be introduced to Outrun races and Hidden and Special Events.



There are 187 races to complete in career mode. If you include DVDs and magazines, there's 217! There are also about 70 possible Outrun races to compete in over the course of your career.

You have the choice to not compete in any given race on the world map and it remains available to complete at a later time. If you are having trouble with one race, simply put it aside and go on to another type that you are more comfortable with. Go back to the problematic race when you are warmed up and try some performance upgrades to kick some butt.

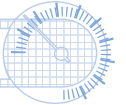
Special Events



Throughout your career, you get regular messages from Rachel indicating the opportunity to compete in a special event which is usually for the cover of a magazine. These special events are indicated on your world map by a yellow star.

You may just have to show up or you may have to race to a new location under a countdown timer. If you know the city well, there's more than enough time to get to the final destination. The following sidebar outlines how many wins you need to trigger magazine special events.





MAGAZINE COVERS

| Stage | Wins Completed | Magazine Cover Awarded |
|---------|----------------|---------------------------|
| Stage 2 | 4 wins | Turbo |
| Stage 2 | 8 wins | Sports Compact Car |
| Stage 3 | 2 wins | Street Car Magazine |
| Stage 3 | 6 wins | Car Audio and Electronics |
| Stage 3 | 11 wins | GTI Magazine |
| Stage 3 | 18 wins | Hot 4's |
| Stage 4 | 3 wins | Elaborare |
| Stage 4 | 7 wins | Maxi Tuning |
| Stage 4 | 11 wins | Spoiler |
| Stage 4 | 16 wins | AutoMaxx Magazine |
| Stage 4 | 20 wins | Stuff Magazine |
| Stage 4 | 27 wins | Chrome und Flamen |
| Stage 5 | 4 wins | Import Tuner |
| Stage 5 | 9 wins | Street Car Magazine |
| Stage 5 | 16 wins | GTI Magazine |
| Stage 5 | 20 wins | Auto Motor |
| Stage 5 | 25 wins | Swiss Tuner Magazine |
| Stage 5 | 28 wins | Super Street |
| Stage 5 | 32 wins | Power Magazine |
| Stage 5 | 34 wins | Street Tuner |



TIP .03.08.30

If you are around town doing a special event race in explore mode and you run out of nitrous, you can stop at a shop quickly for free refreshment. When you come back out after a few seconds (time doesn't pass in a shop), your nitrous will be completely full.

Hidden Races



Pay attention to your "SMS" because some of the messages you receive from other racers hint at the locations of the hidden races. They are worth significantly more than regular races so it's definitely worthwhile to track them down.



CAUTION .00

You must keep track of the hidden race locations. They don't show up on your world map.

Reputation System

The reputation system comes into play during your career races. Reputation points are awarded based on how much you beat the second place finisher by in the race. The maximum amount of reputation points per race is 300. If you keep your reputation point average high, you can choose between several sponsors when the time comes, instead of being stuck with only one contract offer.



NOTE .00.23

Trigger criteria for DVDs are simply for boosting the star rating of your car. There are ten DVDs to star on, one for each star level of your car. Get pimping and you're the main attraction!





TIP .03.08.30

Always keep some nitrous for the last section of a race. The more distance you can put between your car and the second place racer, the more reputation points you will receive. Use this tactic to keep your Rep point average per race as high as possible.

Sponsors



Your illustrious racing career attracts the attention of various sponsors. Depending on your performance, you may get one offer or many, each with specific signing bonuses and contract obligations.



TIP .03.08.30

Right after signing a new contract, spend your time racing the sponsored events and the Underground Racing League events to increase your Bank. This way, you have more to spend on improving your ride with performance parts and visual upgrades.



CAUTION .00

If you tune a car and then trade it in, you don't get to reuse your parts for the new car. All upgrades are exclusive to each model (for example, a wide body kit for a Hummer won't fit a Vauxhall).

Outrun Races



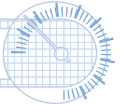
All around the streets of Bayview, there are urban racers that have heard the rumors about you. They're wondering if you can really be THAT good? Now that you're here in town, you can deal with their doubts.

Outrun races are like a game of cat and mouse on wheels. Approach a racer's car while driving around the streets and wait for the indicator to light up saying the challenge is being issued. If you accept the challenge, then you're off to the races. Hit the accelerator.



There are some things you should consider when playing this game around town:

- Be aggressive. Use quick turns to lose your opponent at intersections. Often they will hit traffic or walls when trying to anticipate your route.
- If your opponent is in front of you, try slamming into their rear quarter panel to make them lose control. While they spin out, hit the nitrous for a quick getaway.
- If you're trailing your opponent, hang back slightly and watch the map. If you're patient, an opportunity will arise for a perfect overtake. Also, if you're a second behind instead of right on his bumper, it's easier to react to their quick maneuvers while they're trying to shake you.
- If you happen to crash while in a comfortable lead, start driving in the direction you're facing when you come to a stop. Even if it's in the wrong direction, this will confuse your opponent and work out in your favor as long as you get some momentum going before the opponent passes you.
- If you're having trouble beating Outrun races, hold off until you're familiar with the district layout and until you've upgraded with some new performance parts.



After you win a certain amount of Outrun races in each stage of career mode, you will receive an "SMS" message about a free "Unique Part" that will give the vehicle either extra performance or a higher visual rating. These

parts are integral for they are not offered at the local shops and will help you out in overall gameplay.

You must race to a location to get your unique part once the special event triggers. Your "SMS" message will indicate a special event and you must get to the new star on the world map to begin the race. You have to beat a countdown timer, usually to a shop around town, in order to get your unique part. If you don't beat the clock, you get an opportunity to restart.

Take a look in Chapter 3 for all the unique parts you can acquire from winning Outrun races.

Career Stage Progression

There are certain criteria you need to complete before you can move on to the next stage of your career. Once you finish the stage requirements, a new part of Bayview opens up and new races are available. Only at Stage 5 is the entire city open. Below is a table to track your career progression from stage to stage. Good luck!



CAREER MODE STAGE PROGRESSION

| Stage Progression | Completion Criteria |
|-------------------|-----------------------------------|
| Stage 1 | Win 5 world races |
| Stage 2 | Win 10 world races (of 18) |
| Stage 2 | Win 3 sponsor races |
| Stage 2 | Win 3 URLs |
| Stage 2 | Complete 1 DVD cover (1 star car) |
| Stage 3 | Win 20 world races (of 31) |
| Stage 3 | Win 3 sponsor races |

CAREER MODE STAGE PROGRESSION (CONT'D)

| Stage Progression | Completion Criteria |
|-------------------|---|
| Stage 3 | Win 5 URLs |
| Stage 3 | Complete 2 DVDs (2 star and 3 star) |
| Stage 4 | Win 30 world races (of 46) |
| Stage 4 | Win 3 sponsor races |
| Stage 4 | Win 7 URLs |
| Stage 4 | Complete 3 DVDs (4 star, 5 star, and 6 star) |
| Stage 5 | Win 35 world races (of 50) |
| Stage 5 | Win 3 sponsor races |
| Stage 5 | Win 9 URLs |
| Stage 5 | Complete 4 DVDs (7 star, 8 star, 9 star, and 10 star) |

After the last URL, you race Caleb in a final circuit race to win the game.



CAUTION.00

Remember, in the early stages of the game, Bank isn't that easy to come by. In order to pass a stage, you may need to raise the visual rating of your ride. If you don't have enough money, you are not able to make any upgrades to pass the stage completion requirements.



TIP.03.08.30

Don't start tuning too many cars in the early stages of your career. The parts you buy do not transfer between cars so you can run out of Bank very quickly. It's better to focus on fewer cars during the course of your career and improve them faster.

STORY CHARACTERS

There are a couple of recurring characters in the Underground scene that you'll want to keep your eyes peeled for:



Rachel Teller



Rachel is a sweet 27-year-old brunette beauty. She possesses a charismatic and gregarious flair that rescues her from virtually every situation. Rachel projects an air of confidence, self-sufficiency, and vitality that cause people to take notice of her. She loves the Underground culture and needs to be recognized and appreciated for her work as an intermediary in the Underground Racing League.



She is the link that connects racers and sponsors throughout Bayview City. She is ambitious, gritty, and highly industrious. Rachel is a little egotistical and doesn't tolerate opposition or interference. Her fun-loving nature and party girl attitude is balanced by a poise that is both headstrong and independent.



Take advantage of Rachel's car in the beginning of career mode. You can use it for three races before being cut off and having to go to the garage.

Nikki Morris

Standing 5' 9", with fiery red hair and piercing blue eyes, this 24-year-old beauty never goes unnoticed. Although Nikki is an exceptional driver, her physical appeal was the dominating force behind her recruitment into the Street Reapers. Her magnetic personality and ever-cheerful presence make her the perpetual center of attention.



Fortunately for you, Nikki has an ego that makes her susceptible to flattery and praise. She has very little respect for tradition and has an obvious lack of diplomacy—she's opinionated and vocal. Underneath her indifferent and tactless exterior, Nikki is an emotional and passionate woman who often surprises people with her sense of ethics and justice.

Caleb Reece

Caleb is a force to be reckoned with and is Bayview's resident tough guy. He runs the infamous Street Reapers. Rumors place Caleb somewhere between 27 and 32 years of age. He has a heavy, athletic build adorned with numerous tattoos and brandings that project an intimidating presence in any situation. His most recognizable tattoo is on his right hand. Caleb has an intensity of purpose that encompasses everything he does. His "do or die" attitude creates a forceful and dominating demeanor. He's calculating, callous, and merciless.



Caleb hates to lose and lives to see people fail. He commands respect through fear, power through intimidation, and he despises weakness. He is known for his uncontrollable rage, which makes him unapproachable and an individual to avoid at all cost. It could be said that, overall, Caleb dislikes people and uses anyone he can to get to the top.

CONCLUSION

There it is: the whole kit for your underground career. Now you've got a head start on the rest of the gang. Turn to the next chapter to learn all about the rides and how to pimp them out to the utmost degree.

PIMP YOUR RIDE

There's quite a few cars in *Need for Speed Underground 2* and even more ways to trick out your ride to make the most of its performance strengths. This chapter discusses the ways to make the car that's right for you.

THE RIDES



NOTE.00.23

Cars are unlocked by winning URL races in the various stages during career mode. The stages each model becomes available vary in the version of the game made for outside North America.

Acura

2003 RSX Type S



Note: North America Only

Drive Type: FWD **HP:** 200 (@7400 RPM)
Torque (lb-ft): 142 (@6000 RPM) **Available:** Stage 3

Audi

2004 TT Quattro



Drive Type: AWD **HP:** 250 (@6300 RPM)
Torque (lb-ft): 236 (@3000 RPM) **Available:** Stage 3

Audi

2004 A3



Drive Type: AWD **HP:** 250 (@6300 RPM)
Torque (lb-ft): 236 (@3000 RPM) **Available:** Stage 3

Cadillac

2004 Escalade



Drive Type: AWD **HP:** 345 (@5200 RPM)
Torque (lb-ft): 380 (@4000 RPM) **Available:** Stage 2



Ford

2003 Focus ZX3



Drive Type: FWD **HP:** 130 (@5300 RPM)
Torque (lb-ft): 135 (@4500 RPM) **Available:** Start

Hummer

2004 H2



Drive Type: AWD **HP:** 325 (@5200 RPM)
Torque (lb-ft): 385 (@3600 RPM) **Available:** Stage 2

Ford

2005 Mustang GT



Drive Type: RWD **HP:** 300 (@5800 RPM)
Torque (lb-ft): 315 (@4400 RPM) **Available:** Stage 4

Hyundai

2003 Tiburon GT



Drive Type: FWD **HP:** 181 (@6000 RPM)
Torque (lb-ft): 177 (@4000 RPM) **Available:** Stage 2

Honda

2000 Civic Coupe SI



Note: North America Only

Drive Type: FWD **HP:** 160 (@7600 RPM)
Torque (lb-ft): 111 (@7000 RPM) **Available:** Start

Infiniti

2004 G35



Drive Type: RWD **HP:** 280 (@6200 RPM)
Torque (lb-ft): 270 (@4800 RPM) **Available:** Stage 4

Lexus

2002 IS300



Drive Type: RWD HP: 215 (@5800 RPM)
Torque (lb-ft): 218 (@3800 RPM) Available: Stage 3

Mazda

1995 RX-7



Drive Type: RWD HP: 255 (@6500 RPM)
Torque (lb-ft): 217 (@5000 RPM) Available: Stage 4

Lincoln

2004 Navigator



Drive Type: RWD HP: 300 (@5000 RPM)
Torque (lb-ft): 355 (@2750 RPM) Available: Stage 2

Mazda

2004 RX-8



Drive Type: RWD HP: 238 (@8500 RPM)
Torque (lb-ft): 159 (@5500 RPM) Available: Stage 4

Mazda

1999 Miata MX5



Drive Type: RWD HP: 128 (@6500 RPM)
Torque (lb-ft): 110 (@5500 RPM) Available: Start

Mitsubishi

1999 3000GT



Drive Type: AWD HP: 320 (@6000 RPM)
Torque (lb-ft): 315 (@2500 RPM) Available: Stage 4



Mitsubishi

1999 Eclipse GSX



Drive Type: AWD **HP:** 210 (@6000 RPM)
Torque (lb-ft): 214 (@3000 RPM) **Available:** Stage 3

Nissan

2003 350Z



Drive Type: RWD **HP:** 287 (@6200 RPM)
Torque (lb-ft): 274 (@4800 RPM) **Available:** Stage 4

Mitsubishi

2003 Lancer Evolution VIII



Drive Type: AWD **HP:** 271 (@6500 RPM)
Torque (lb-ft): 273 (@3500 RPM) **Available:** Stage 4

Nissan

2003 Sentra SE Spec-V



Drive Type: FWD **HP:** 175 (@6000 RPM)
Torque (lb-ft): 180 (@4000 RPM) **Available:** Stage 2

Nissan

1992 240SX



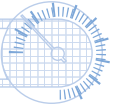
Drive Type: RWD **HP:** 155 (@5600 RPM)
Torque (lb-ft): 160 (@4400 RPM) **Available:** Start

Nissan

1999 Skyline R34 GTR



Drive Type: AWD **HP:** 276 (@6800 RPM)
Torque (lb-ft): 216 (@4400 RPM) **Available:** Stage 5



Peugeot

2004 106



Note: Not Available in North America

Drive Type: FWD **HP:** 120 (@5500 RPM)
Torque (lb-ft): 107 (@3400 RPM) **Available:** Start

Subaru

2003 Impreza WRX STI



Drive Type: AWD **HP:** 300 (@6000 RPM)
Torque (lb-ft): 300 (@4000 RPM) **Available:** Stage 5

Peugeot

2003 206



Drive Type: FWD **HP:** 138 (@6000 RPM)
Torque (lb-ft): 143 (@4100 RPM) **Available:** Start

Toyota

2003 Celica GT-S



Drive Type: FWD **HP:** 180 (@7600 RPM)
Torque (lb-ft): 130 (@6800 RPM) **Available:** Stage 2

Pontiac

2004 GTO



Drive Type: RWD **HP:** 350 (@5200 RPM)
Torque (lb-ft): 365 (@4000 RPM) **Available:** Stage 4

Toyota

1987 Corolla GT5 (AE86)



Drive Type: RWD **HP:** 112 (@6600 RPM)
Torque (lb-ft): 97 (@4800 RPM) **Available:** Start

Toyota

1998 Supra



Drive Type: RWD **HP:** 225 (@5800 RPM)
Torque (lb-ft): 210 (@4800 RPM) **Available:** Stage 3

Vauxhall

2004 Corsa



Note: Not Available in North America

Drive Type: FWD **HP:** 125 (@6000 RPM)
Torque (lb-ft): 122 (@4600 RPM) **Available:** Start

Volkswagen

2003 Golf GTI 1.8T



Drive Type: FWD **HP:** 180 (@5500 RPM)
Torque (lb-ft): 173 (@1950 RPM) **Available:** Stage 3

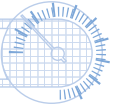


NOTE .00.23

TRADING CARS

When you have an open car slot in your garage, you can go pick up a car from the Car Lot from the unlocked models. If you don't have an open slot, you'll be prompted whether you want to trade in your old car for the new one.





PIMPING THEM OUT



There are hundreds of aftermarket parts from all your favorite companies to help you spend hours tweaking your tuner right down the smallest decal. The manufacturers whose parts are included in *Need for Speed Underground 2* are:



PERFORMANCE UPGRADES

| Company Name | Products |
|-----------------|-----------------------------------|
| 5Zigen | Engine |
| Apexi | Engine, turbo, ECU |
| Act | Transmission |
| AEM | Engine, transmission, brakes, ECU |
| Arospeed | Engine, ECU |
| Bilstein | Suspension |
| Borla | Engine |
| Brembo | Brakes |

PERFORMANCE UPGRADES (CONT'D)

| Company Name | Products |
|--|---------------------------------------|
| Clutchmasters | Transmission |
| DC Sports | Engine, transmission, suspension, ECU |
| Eibach Springs, Inc. | Suspension |
| Greddy | Engine, turbo, ECU |
| H&R | Suspension |
| HKS | Transmission, engine, turbo, ECU |
| HP (Hurricane Power) | Engine, suspension, ECU |
| Injen | Engine, ECU |
| Jackson Racing Performance Products | Engine, turbo, ECU |
| Koni | Suspension |
| KVR Performance | Brakes |
| Neuspeed | Transmission, engine, suspension, ECU |
| Nitrous Express | Nitrous |
| NOS | Nitrous |
| Skunk2 | Transmission, engine, suspension |
| Sparco | Weight reduction |
| Stillen | Transmission, ECU |
| Toyo Tires | Tires |
| Turbonetics | Turbo |
| Venom | Nitrous |
| Wilwood | Nitrous, engine, ECU |
| Yokohama | Tires |



AFTERMARKET PARTS

| Company Name | Company Name |
|--------------|--------------|
|--------------|--------------|

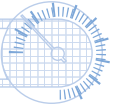
| | |
|----------------|---------------------------------|
| ABS Dynamics | B&M Racing |
| AC Autotechnic | Baer |
| ADR Wheels | BBS |
| Act | Bride |
| Alpine | Ceramicool |
| Apex Springs | Clarion |
| Audiobahn | Cold Fusion Nitrous Systems, LP |
| AVUS | |

AFTERMARKET PARTS

| Company Name | Company Name |
|--------------|--------------|
|--------------|--------------|

| | |
|-----------------------|---------------------------------|
| Comptech USA | Extreme Dimensions |
| Crower Cams | Extreme Technologies |
| Do-Luck USA Operation | Falken Tires |
| Donz Wheelz | Fastbrakes |
| Edelbrock | Fidanza Engineering Corporation |
| Endless USA | Foxx Wheels |
| Enkei | GF6 |
| Eurolite and Ractive | |





UPGRADES



Upgrades for your tuner come in three shapes and sizes: performance, visual, and unique. Here are the goods:

Performance Upgrades

**Engine/Exhaust Packages:
Increases Top Speed & Acceleration**

| ENGINE/EXHAUST PACKAGES | | |
|--------------------------------|---------------------------|-----------------------------|
| Street Perform. Kit | Pro Perform. Kit | Extreme Perform. Kit |
| Cold air intake system | Cat back exhaust system | Racing camshaft and gears |
| Replace headers | High flow intake manifold | Port and polish heads |
| Mild camshaft and cam gears | Large diameter downpipe | Blueprint the block |
| Performance exhaust | — | High flow headers |

**Engine Control Unit (ECU) & Fuel System:
Increases Top Speed & Acceleration**

| ECU & FUEL SYSTEM | | |
|------------------------------|-------------------------|-----------------------------|
| Street Perform. Kit | Pro Perform. Kit | Extreme Perform. Kit |
| Fuel pressure regulator | Performance chip | Engine management unit |
| Fuel rail | High flow fuel pump | Fuel injectors |
| Fuel filter | — | — |
| Remove top speed limiter | — | — |

AFTERMARKET PARTS

| Company Name | Company Name |
|-------------------------------|--------------------------------|
| Gianelle | Plasmaglow |
| Giovanna | Power Slot |
| Hedman Hedders | Racing Hart Wheels |
| Henshin Auto Design | Random Technology |
| Iceman Intakes Inc. | REV HARD |
| inTrax Suspension | Revo Technik |
| Japan Tuning | RKSport |
| JIC-Magic | RD_JA Wheels |
| JL Audio | Rota Wheels |
| JSP America | Scorpion Exhausts |
| Kaizer | SLP Performance Parts, Inc. |
| Kenwood | StopTech |
| Keystone Good Hoods | Street Glow |
| Kicker | Streetspin |
| Konig | Thermal Research & Development |
| KYB | TODA |
| Lexani | TYC |
| Lowenhart Wheels | Unorthodox Racing |
| MagnaFlow Performance Exhaust | VIS Racing |
| Matrix Racing | Volk Wheels |
| Momo | Weld Racing |
| Moroso | Wolfrace Wheels |
| MTX Audio | Work Wheels |
| Nology Engineering | XS Engineering |
| Oz Wheels | ZEX |
| PIAA | |



NOTE .00.23

The ECU monitors and optimizes the air/fuel mixture in your engine. A more efficient mix and injection rate will increase your engine's horsepower and maximum RPM (redline).

Turbo Packages:
Increases Top Speed & Acceleration

TURBO PACKAGES

| Street Perform. Kit | Pro Perform. Kit | Extreme Perform. Kit |
|---------------------|-------------------|----------------------|
| Stage 1 Turbo Kit | Stage 2 Turbo Kit | Stage 3 Turbo Kit |

Nitrous Oxide:
Temporary Speed Increase

NITROUS OXIDE

| Street Perform. Kit | Pro Perform. Kit | Extreme Perform. Kit |
|---------------------------|---------------------------|---------------------------|
| Dry Shot of Nitrous Oxide | Wet Shot of Nitrous Oxide | Direct Port Nitrous Oxide |

Transmission Packages:
Increases Top Speed

TRANSMISSION PACKAGES

| Street Perform. Kit | Pro Perform. Kit | Extreme Perform. Kit |
|-----------------------|---------------------------|----------------------|
| Short throw shift kit | Limited slip differential | 6 speed transmission |
| Lightweight flywheel | High performance clutch | — |
| Differential | — | — |



NOTE .00.23

A vehicle's top speed is limited by its transmission (the gears can only spin so fast). The RPM redline indicates when the engine is reaching maximum engine revolutions. Upgrading the transmission will decrease the RPMs required to reach the new higher top speed.



Brake Kits:
Increases Handling

BRAKE KITS

| Street Perform. Kit | Pro Perform. Kit | Extreme Perform. Kit |
|----------------------------|--------------------------|----------------------------------|
| Street compound brake pads | Large diameter rotors | Cross drilled and slotted rotors |
| Steel braided brake lines | Race compound brake pads | 6 piston racing calipers |
| Cross drilled rotors | — | — |

Suspension Packages:
Increases Handling

SUSPENSION PACKAGES

| Street Perform. Kit | Pro Perform. Kit | Extreme Perform. Kit |
|--------------------------|--------------------------------|-----------------------------|
| Sport springs and shocks | Performance springs and shocks | Coil over suspension system |
| Strut tower bar | Front and rear sway bars | Large diameter sway bars |
| — | Adjustable camber plates | — |

Weight Reduction Kits:
Increases Acceleration & Handling

WEIGHT REDUCTION KITS

| Street Perform. Kit | Pro Perform. Kit | Extreme Perform. Kit |
|------------------------|---------------------|----------------------|
| Remove rear seats | Lightweight windows | Lightweight doors |
| Remove interior panels | Lightweight seats | Foam-filled interior |

Tires:
Increases Handling

TIRES

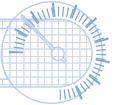
| Street Perform. Kit | Pro Perform. Kit | Extreme Perform. Kit |
|---------------------------------|------------------------------|----------------------------------|
| Street Performance Tire Package | Pro Performance Tire Package | Extreme Performance Tire Package |

| PERFORMANCE PACKAGES | | | | |
|----------------------|---------------------|---|---|---------------------------|
| Level | Performance Package | Parts in Package | Tuning Slider | % Effect on Tuning Slider |
| WEIGHT REDUCTION | | | | |
| 1 | Street | Remove Rear Seats & Spare Tire Remove Interior Panels | | |
| 2 | Pro | Lightweight Rear & Side Windows Lightweight Racing Seats | | |
| 3 | Extreme | Lightweight Doors Lightweight Trunk Lid | | |
| TRANSMISSION | | | | |
| 1 | Street | Short Throw Shift Kit Lightened Flywheel Differential | DRIVETRAIN: Final Drive Ratio | 33 |
| 2 | Pro | Limited Slip Differential (Replaces L1 Differential) High Performance Clutch | DRIVETRAIN: Final Drive Ratio | 66 |
| 3 | Extreme | 6-Speed Racing Transmission (Replaces L1 Differential, L2 Differential) | DRIVETRAIN: Final Drive Ratio, Individual Gear Ratios | 100 |
| NITROUS OXIDE | | | | |
| 1 | Street | Dry Shot of Nitrous Oxide | NITROUS | 33 |
| 2 | Pro | Wet Shot of Nitrous Oxide (Replaces L1 Nitrous) | NITROUS | 66 |
| 3 | Extreme | Direct Port Nitrous Oxide (Replaces L1 Nitrous, L2 Nitrous) | NITROUS | 100 |
| ENGINE/EXHAUST | | | | |
| 1 | Street | Cold Air Intake System Replace Headers Mild Camshaft & Cam Gears Muffler | | |
| 2 | Pro | Cat-back Exhaust System (Replaces L1 Muffler) High Flow Intake Manifold Larger Diameter Downpipe | | |
| 3 | Extreme | Racing Camshaft & Cam Gears (Replaces L1 Camshaft & Gears) Port & Polish Heads Blueprint the Block High Flow Headers (Replaces L1 Headers) | | |
| TURBO | | | | |
| 1 | Street | Stage 1 Turbo Kit | TURBO: Torque Curve | 33 |
| 2 | Pro | Stage 2 Turbo Kit (Replaces L1 Turbo) | TURBO: Torque Curve | 66 |
| 3 | Extreme | Stage 3 Turbo Kit (Replaces L2 Turbo) | TURBO: Torque Curve | 100 |



PERFORMANCE PACKAGES

| Level | Performance Package | Parts in Package | Tuning Slider | % Effect on Tuning Slider |
|------------------------|---------------------|---|---|---------------------------|
| SUSPENSION | | | | |
| 1 | Street | Sport Springs & Shocks Strut Tower Bars | SUSPENSION: Everything except Sway Bar Stiffness SUSPENSION: Front & Rear Sway Bar Stiffness | 33 33 |
| 2 | Pro | Performance Springs & Shocks (Replaces L1 Springs & Shocks) Front & Rear Sway Bars Camber Kit | SUSPENSION: Everything except Sway Bar Stiffness SUSPENSION: Front & Rear Sway Bar Stiffness SUSPENSION: Steering Ratio | 66 33 50 |
| 3 | Extreme | Coil-over Suspension System (Replaces L1 Springs & Shocks) (Replaces L2 Springs & Shocks) Large Diameter Sway Bars (Replaces L2 Front & Rear Sway Bars) | SUSPENSION: Everything except Sway Bar Stiffness SUSPENSION: Steering Ratio SUSPENSION: Front & Rear Sway Bar Stiffness | 100 50 66 |
| BRAKES | | | | |
| 1 | Street | Street Compound Brake Pads Steel Braided Brake Lines Cross Drilled Rotors | BRAKES: Brake Bias BRAKES: Brake Bias BRAKES: Brake Bias | 9 9 15 |
| 2 | Pro | Large Diameter Rotors (Replaces L1 Rotors) Race Compound Brake Pads (Replaces L1 Brake Pads) | BRAKES: Brake Bias BRAKES: Brake Bias | 34 23 |
| 3 | Extreme | Cross -drilled & Slotted Rotors (Replaces L1 Rotors, L2 Rotors) 6 Piston Racing Calipers | BRAKES: Brake Bias BRAKES: Brake Bias | 45 23 |
| ECU/FUEL SYSTEM | | | | |
| 1 | Street | Fuel Pressure Regulator Fuel Rail Fuel Filter | ECU: Torque Curve ECU: Torque Curve ECU: Torque Curve | 10 10 10 |
| 2 | Pro | Performance Chip High Flow Fuel Pump | ECU: Torque Curve ECU: Torque Curve | 20 13 |
| 3 | Extreme | Engine Management Unit (Replaces L2 Performance Chip) Fuel Injectors | ECU: Torque Curve ECU: Torque Curve | 43 14 |
| TIRES | | | | |
| 1 | Street | Street Performance Tires (Replaces L1 Tires) | TIRES: Front & Rear Grip | 33 |
| 2 | Pro | Pro Performance Tires (Replaces L2 Tires) | TIRES: Front & Rear Grip | 66 |
| 3 | Extreme | Extreme Performance Tires (Replaces L3 Tires) | TIRES: Front & Rear Grip | 100 |



Visual Upgrades



An astonishing collection of visual upgrades has been assembled to allow each racer to customize their cars to unprecedented levels. You will build several cars that you cannot bear to part with after so much time has been invested into them. The most difficult choice is not picking the parts or the colors but picking which one of your pimped out tuners you want to show off with today. Here is an outline of items, parts, and attributes that you'll be tweaking on your tuner import with the most unrestrained fervor:



TIP .03.08.30

When you start upgrading your car to improve the visual rating, always work in this order to move up the fastest; body, graphics, then accessories.

BODY

This is the ground floor for tweaking your car. Here you decide on overall body refinements and define your style with a huge selection of moldings and body parts.

- Doors
- Front Bumpers
- Hoods
- Rear Bumpers
- Roof Scoops
- Side Skirts
- Special-Wide Body Kits
- Split Hoods
- Spoilers



NOTE .00.23

Roof scoops and carbon fiber body parts (such as hoods and trunks) are for show only. They do not affect engine performance or reduce car weight.

RIMS

Choose from various types and sizes of wheels from several manufacturers:

- SZigen
- Avus
- BBS
- Donz Wheelz
- Enkei
- Gianelle
- Giovanna
- Kaizer
- Konig
- Lexani
- Lowenhart
- MOMO
- NFSU2
- OZ
- Racinghart
- Rota
- Streetspin
- Volk
- Weld
- Work

ACCESSORIES

There are many options within each of these categories. Attention to detail will get you the best-looking car on the streets.



Spending lots of Bank on your Trunk Audio gives you a phat bonus to your visual rating.

- Engine Neon
- Gauges
- Headlights and Conversion Kits
- Hydraulics
- Muffler Tips
- NOS Purge Vents
- Side Mirrors
- Spinners
- Taillights
- Trunk Audio Components
- Trunk Neon
- Under Car Neon
- Window Tint

PAINT

Right down the smallest detail, you can put a slash of color on pretty much anything:



- Brakes
- Engine
- Side Mirrors
- Muffler Tips
- Rims
- Roof Scoops
- Spinners
- Spoilers
- Trunk
- Vinyls
- Decals



PAINT GAMUT

There is such a huge selection of paint here that you'll never get bored of changing the look of your tuner. Experiment with different color schemes often to find your true hue. Each category has three tiers or color levels, each with a wider selection than before and each worth more towards your visual rating.

- Gloss
- Metallic
- Pearlescent

DECALS

If you want to advertise support for your favorite manufacturers or display the names of your eager sponsors, this is how to do it. With seven different custom locations, variable layouts, and hundreds of decals it will be no mystery what teams you're representing.

- Hood
- Left Door
- Left Quarter Panel
- Rear Window
- Right Door
- Right Quarter Panel
- Windshield

VINYL

The true artists will be blown away with the inspiring options available through the custom vinyl kits and their multiple layering capabilities. You'll have the power to super-impose, drape, or hide vinyl layers through creative use of any of the following:



- Top Layer
- Second Layer
- Third Layer
- Bottom Layer

Improving Your Reputation Through Visual Upgrades



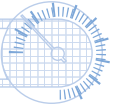
Earning reputation stars is accomplished by pimping your car out with some sick visual perks. The reputation system is a point based, ten star system. Each visual upgrade component is worth a certain amount of points

towards the next star. There are three levels of upgrades, plus unique upgrades won in special events that are worth their weight in gold.

Here's a general breakdown of the increase these various parts are going to have on your overall pimp factor and reputation.

VISUAL UPGRADES MASTER PRIORITY LIST

| PART | LVL 1 | LVL 2 | LVL 3 | UNIQUE |
|----------------------|-------|-------|--------|--------|
| BODY PARTS | | | | |
| FRONT BUMPER | Mod | Mod | High | |
| REAR BUMPER | Mod | Mod | High | |
| SIDE SKIRTS | Mod | Mod | High | |
| WIDE BODY | N/A | N/A | N/A | Insane |
| SPOILERS | Mod | Mod | Mod | High |
| HOOD | Mod | Mod | Mod | High |
| ROOF SCOOP | Mod | Mod | Mod | |
| HEADLIGHTS | Mod | Mod | Mod | |
| TAILLIGHTS | Mod | Mod | Mod | |
| SIDE MIRRORS | Low | Low | Mod | |
| MUFFLER TIPS | Low | Low | Mod | |
| RIMS | High | High | Mod | High |
| CF HOODS | High | High | High | |
| CF SPOILERS | High | High | High | |
| CF ROOF SCOOPS | High | High | High | |
| CF SIDE MIRRORS | High | High | High | |
| CF TRUNKS | N/A | N/A | High | |
| CF BODY KITS | N/A | N/A | Insane | |
| PAINT / VINYL | | | | |
| BASE PAINT | Mod | Mod | Mod | |
| SPOILER PAINT | Low | Low | Low | |
| RIMS PAINT | Low | Low | Low | |
| ROOF SCOOP PAINT | Low | Low | Low | |
| MIRROR PAINT | Low | Low | Low | |
| SPINNER PAINT | N/A | Low | Low | |
| BRAKE PAINT | Low | Low | Low | |
| ENGINE PAINT | N/A | N/A | Low | |
| TRUNK PAINT | N/A | N/A | Low | |
| MUFFLER TIP PAINT | Low | Low | Low | |
| VINYLS | Mod | Mod | Mod | |
| VINYL PAINT | Low | Low | Low | |



PERFORMANCE TUNING



The performance tuning feature of *Need for Speed Underground 2* is a vital element of the game. If you don't accept this fact, you may have a hard time defeating some opponents later on in the game or for online play. Once you start upgrading your performance parts many tuning options open up. Head to the test track and play with the setting to get a feel for how each of the settings affects the handling and performance of your ride.

Tuning in the Dyno Shop serves two major roles for you to improve your cars performance. First off, the Dyno Shop is the **ONLY** place for you to get stats on your cars performance. A Dyno run measures maximum torque and horsepower. Always do a Dyno run to establish baseline performance stats before tuning any part of the performance options.



After the Dyno run, you can tweak the power output by altering the ECU and Turbo torque curves in the settings menus. After playing around, do another Dyno run and compare the torque and horsepower curves and maximums from both runs.

VISUAL UPGRADES MASTER PRIORITY LIST (CONT'D)

| PART | LVL 1 | LVL 2 | LVL 3 | UNIQUE |
|-----------------|-------|-------|-------|--------|
| DECALS | Low | Low | Low | |
| CAR SPECIALTIES | | | | |
| TRUNK LAYOUT | High | High | High | |
| TRUNK AUDIO | Mod | Mod | Mod | |
| UNDERGLOW NEON | Mod | Mod | Mod | |
| ENGINE NEON | N/A | N/A | Mod | |
| TRUNK NEON | N/A | N/A | Mod | |
| DOORS | N/A | N/A | High | |
| HYDRAULICS | High | High | High | |
| WINDOW TINT | Low | Low | Mod | |
| NOS PURGE | Mod | Mod | Mod | |
| LIGHTS | Low | Low | Low | |
| SPLIT HOODS | N/A | N/A | High | |
| SPINNERS | N/A | High | High | |
| CUSTOM GAUGES | High | Mod | Mod | |

Unique Upgrades

During your underground career you have the opportunity to compete in dozens of Outrun races throughout Bayview. Each win gets you a bit of Bank and contributes toward your stage criteria for getting access to unique parts. Here's a list of unique parts that you can win:

UNIQUE PARTS

| Career Stage | Criteria | Parts |
|--------------|----------|---|
| Stage 2 | 4 Wins | Hoods |
| Stage 3 | 3 Wins | Engine, Transmission, or Tires (10% performance boost to your car) |
| Stage 3 | 6 Wins | Rims |
| Stage 4 | 4 Wins | Spoilers |
| Stage 4 | 6 Wins | Vinyls |
| Stage 4 | 9 Wins | ECU, Turbo, or Brakes (10% performance boost to that category) |
| Stage 5 | 6 Wins | NOS, Weight Reduction, or Suspension (10% performance boost to that category) |
| Stage 5 | 11 Wins | Wide Body Kits |



By doing this you can create nice, flat torque curves or high RMP peaks, or anything in between. The Dyno run also provides estimated 0-60 and 0-100 times, plus your top speed. However, it is important to note that the times indicated are for the car starting at idle RPM (usually 800 to 1000 RPM) and accelerating from that point. You can often beat these times in actual races by ripping off the start line with higher RPM's.



The second major role of performance tuning is to alter the feel of your car and tweak it for each type of race style (Circuit, Sprint, Drift, Drag, StreetX, and Underground Racing League). For instance, if your car reacts harshly to curbs or bumps in a Circuit race, you can soften your springs, shocks, sway bars, and aerodynamic downforce to make your ride more forgiving. Or, alternatively, if you want to have a more aggressive ride for Street X races you may want to tweak your gear ratios fully for acceleration, thus sacrificing top speeds as it's irrelevant on the short technical tracks.

As you buy higher level performance upgrades, more options and tuning ranges become available. For example, a Dry Shot of Nitrous (a Level 1 part) unlocks about 33% of the tuning slider or a small range of the Nitrous duration vs. power adjustability. Buying a Wet Shot of Nitrous (a Level 2 part) expands the tunable range to 66%. Direct Port Nitrous (a L3 Part) gives you 100% access to tuning this upgrade.

**TIP .03.08.30**

Always do an initial test run on the track before tweaking any part settings. This way you have set a baseline to compare your performance improvements via tuning.

Suspension

Your car's suspension controls how your vehicle reacts to changes in terrain and cornering forces. All of the suspension pieces work together, so they must be tuned together. A general guideline is to adjust your sway bars, then your shocks, then your springs.

**TIP .03.08.30**

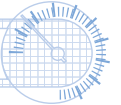
Suspension is the most difficult part of your car to tune. This is because forces acting on the tires (like a bump in the road) get passed through the sway bars, shocks, and springs. Each part absorbs a portion of the force and reacts to the force. This is why it is crucial to tune all suspension components together. Try big changes first, like setting everything softer or stiffer and see if you can feel the difference. If you can, then you can move on to step two: making changes to individual components. The end goal is to find a setting for each game mode that gives you the most control and speed through the corners.

Ride Height

Ride height determines how high your car sits on its springs, which affects its center of gravity. Use the slider to raise or lower your car. Generally, a lower center of gravity makes the car handle better.

**TIP .03.08.30**

A lower center of gravity will help you corner faster and that means your control is that much better. However, for Drift Racing you will benefit from more body roll and weight transfer, so try a higher Ride Height.



Front & Rear Springs

Springs determine the overall softness or stiffness of your car. Use the sliders to adjust your front & rear spring stiffness. Try stiff springs for smooth courses, soft springs for courses with curbs and jumps.

Front & Rear Shocks

Shocks allow you to fine tune the softness or stiffness of your car. Use the sliders to adjust your front & rear shock strength, influencing the amount of understeer or oversteer when entering a corner and how your car absorbs bumps. Often, the stiffness of the shocks ensure that you can take hard corners tighter. A good rule of thumb: the stiffer your ride, the better handling it provides.

Front & Rear Sway Bars

Sway bars affect the weight transfer between the left and right sides of your car. Use the sliders to adjust the strength of your front & rear sway bars. Softer bars will allow your car to roll while stiffer bars will give your car a go-kart feel.

Steering Ratio

Steering ratio determines how quickly the wheels respond to steering input. Use the slider to adjust the sensitivity of your steering. Quick steering is good, as long as you are still able to control your car.



Very tight tracks, like those found on Drift & Street X courses, may benefit from a stronger steering ratio. Find a setting that allows you to carve the corners and not push to the outside.

Drive Train



Your transmission affects your rate of acceleration and top speed. For large changes to acceleration and top speed, adjust your Final Drive ratio. Then fine tune each shift point by adjusting each individual gear ratio.



In all game modes except Drag, you often don't get your car anywhere near its top speed. So tune your final drive ratio and gears for better acceleration instead of top speed. This should give you a big edge over the competition.

Gear Ratios

Gear ratios determine the rate of acceleration and maximum speed you can achieve in each gear. Change each gear ratio by adjusting its slider.

Final Drive Ratio

The final drive ratio affects all of your individual gears, making them higher or lower, resulting in better acceleration or higher top speed (allowing the gears to reach a higher theoretical top speed may not change your ACTUAL top speed if your car doesn't have enough power to get there!) Adjust the slider to choose between acceleration or top speed.

ECU



The Electronic Control Unit, or ECU, controls your air/fuel mixture and engine timing. Remapping the ECU allows you to adjust the engine power at each RPM.



For each game mode, try to identify the RPM range which your car is most often using. Apart from the start line, if you find that your car is always revving between 4000-7000 RPM around the track, then tune your ECU to give you the most power in this RPM range.



Torque Curve

The ECU torque curve is a graph that shows the amount of power that the engine produces throughout your car's RPM range. Adjust the sliders to remap the ECU and give your car the power where you need it.

Turbo



A Turbo or Supercharger forces more air into your engine, providing extra power, particularly at higher RPMs. Adjust the amount of power at each RPM.



Your Turbo torque curve gets added on top of your ECU torque curve and the result is the shape you see in the Dyno Run chart. Tune each of these to work together to shape your overall torque curve. For instance, if you want a flat torque curve, try tuning your ECU's power at the lower end of the RPM range and your Turbo's power at the higher end.

Torque Curve

The torque curve is a graph that shows the amount of power that the Turbo or Supercharger produces throughout your car's RPM range. Adjust the sliders to give your car the extra power where you want it.

Nitrous Oxide



Nitrous oxide is composed of two parts nitrogen and one part oxygen. When it combusts in the engine, nitrous breaks down and releases its oxygen. This extra oxygen allows more fuel to be burned and thus creates more

power in the engine. Simultaneously the nitrogen acts as a cooling buffer that keeps cylinder temperatures from increasing to detrimental levels during the combustion process. Basically, a bigger explosion means more power and on the track that means you're a speed demon!



Try both extremes (big power, short duration OR low power, long duration) on the test tracks and see which one you prefer. Which one gives you better lap times or faster drags? There's no perfect answer here - you just need to find the setting that works best with your driving style.

Boost

Nitrous Oxide provides a brief burst of power to your car. Adjust the slider to tune your Nitrous to be more powerful or longer lasting. Try powerful Nitrous for short races, and longer lasting Nitrous for long races.

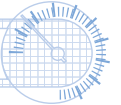
Aerodynamics



Aerodynamics play a big part in giving your car extra grip at high speeds. As you go faster, more air pushes down on the body of your car, creating front and rear downforce and consequently more traction.



You generally want as much downforce as you can get, because more downforce = more grip = better control = better lap times. But for drift racing, where time isn't important and you WANT your car to slide, try less downforce, especially in the rear.



Front & Rear Downforce

Aerodynamics push down and increase the grip of your tires. Adjust the sliders to increase or decrease your front and rear downforce. Too much downforce may cause your car to react severely to bumps and curbs.



TIP .03.08.30

The one aspect of your car that is tunable and visually impressive is the aerodynamics. Aerodynamics can have a big affect on performance. By upgrading bumpers or side skirts, it changes the effect of your front aerodynamic downforce and allows you to tune it to the right specification for your style. The rear spoiler and rear bumpers affect your rear downforce. When car is stock, there's no ability to tune the aerodynamics, so make sure to get your upgrade early on. Level 3 aerodynamic upgrades provide full tunability, while Level 1 and Level 2 provide only limited tunability.

Tires & Brakes



Tires determine the level of grip your car has on the track. For race styles like URL you want sticky tires, yet for drifting the less grip the better. Brakes not only give you stopping power, but they also change how your car handles while braking and turning.



TIP .03.08.30

If you want your car to slide more, try reducing the grip of your rear tires. Conversely, if your car's steering seems too 'twitchy', try reducing the grip of your front tires. For drift mode, try reducing your rear tire grip. But don't go too far, as the car may become difficult to control and burnout too much.

Front & Rear Tire Grip

Your level of grip determines how much traction your car has with the ground. Adjust the sliders to choose between tires with less traction or more traction.

Brake Bias

Brake bias controls how much braking the front tires do vs. the rear. Adjust the slider to tune your brake bias to the front or rear. Adjusting your brake bias will change how much your car is able to turn while braking.



TIP .03.08.30

The players that experiment and fully understand the performance tuning system have little chance of being beaten online.



Each chapter dedicated to a race style has specific recommended tuning settings from professional racer Marc De Vellis. Take this information and use it for your benefit.

CONCLUSION

Now that you've mastered what it takes to pimp out your ride, you need to learn about the sick tricks you bust all over town in many types of underground racing. Flip to the next chapter to get the 411 on the Circuit racing scene all around Bayview.



PRIMA OFFICIAL GAME GUIDE

THE TRACKS OF NEED FOR SPEED UNDERGROUND 2



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CIRCUIT RACING

Circuit racing is likely the first race style you come across, but in *Need for Speed Underground 2* it's only the tip of the proverbial iceberg. Nevertheless, you'll see most of the city encompassed by these diverse tracks. Let's have a look at what you can expect.

CIRCUIT RACING TIPS BY MARC DE VELLIS

"You need a well-balanced, fine tuned car to win in this mode. Distinguish the fastest, most rewarding sections on the track and tune your car for these corners. The corners leading to the long straights are the most important. Make sure you're not struggling with your car, and let it do the work. If you get your car at the right angle and apply early throttle, you'll be fast out of the corners, making it impossible for competitors to pass you."

Don't go too stiff on your suspension, as you will need to ride curbs and land jumps. Run as much rear brake bias as possible without making your car spin. This will help rotate your car and allow you to get early throttle."

If you're an aggressive driver, run less steering ratio and less front aero. This will give you balance and enable you to remain in control while being aggressive."



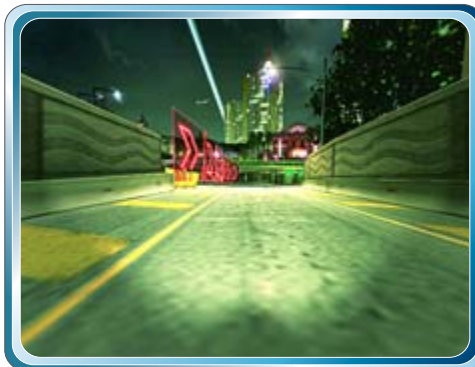
CIRCUIT TRACKS

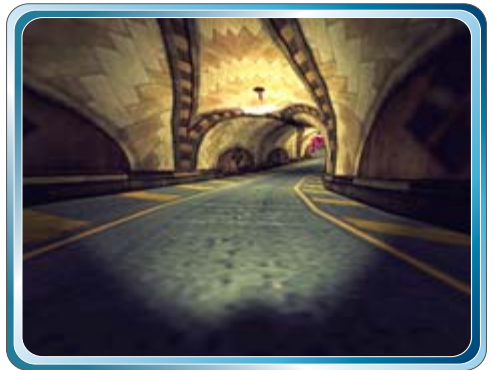
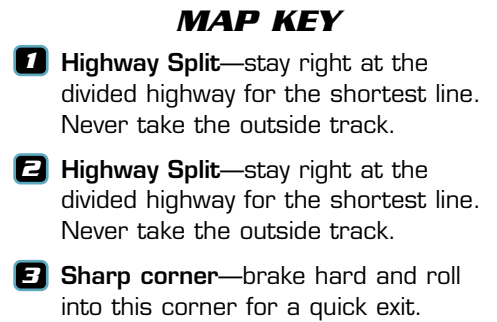
12th & Arbutus



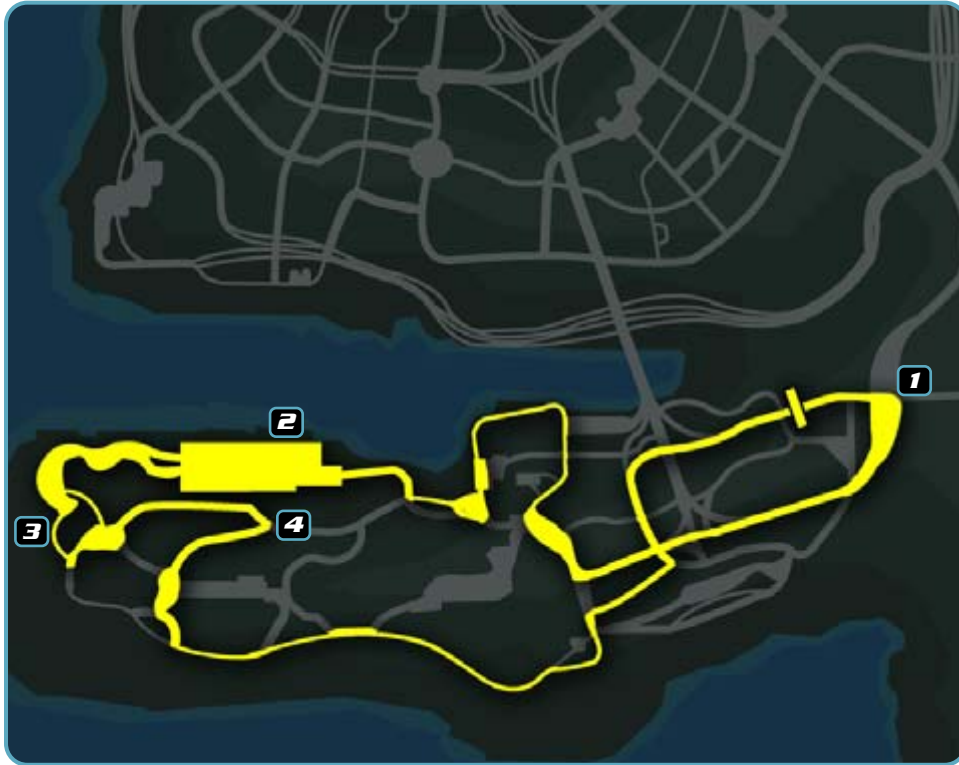
MAP KEY

- 1 Underpass**—keep right at the end of the highway for a shortcut on the underpass.
- 2 Corner**—it's a much faster line if you cut this corner.
- 3 Corner**—cut the corner. Really watch for it—the route doesn't stand out well against the background.
- 4 Shortcut**—it's a tight left turn but it sets you up for a quicker route onto a long fast stretch of highway.
- 5 Shortcut**—this is a very tight entrance but it may shave 1–2 seconds off your time.





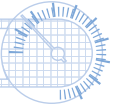
Bayview Concrete



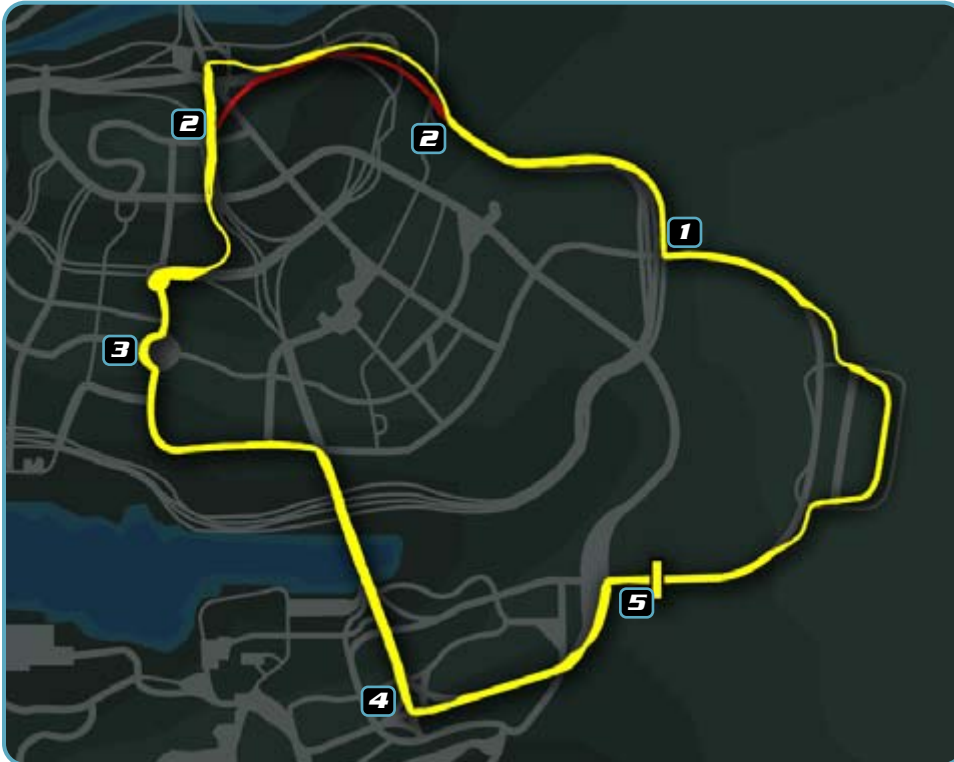
MAP KEY

- 1 Sharp Corner**—watch your speed on the onramp approach.
- 2 Shortcut**—only works in one direction. Stay to the right when ripping through the warehouse building and you can jump out the cargo window.
- 3 Shortcut**—stay left and turn hard into the first loading pit to hit the right path for the shortcut.
- 4 Sharp Corner**—brake at the bottom of the downhill stretch. You want to end up heading straight out into the middle of the road.



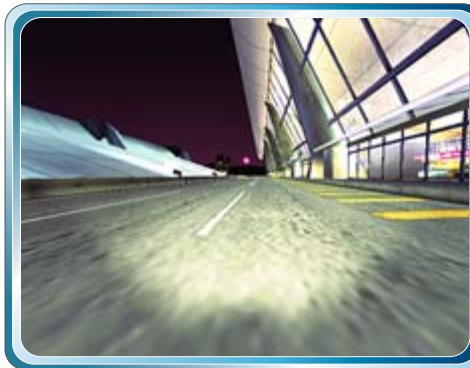


Bayview International



MAP KEY

- 1 Shortcut**—stay right; it can be a hard entry but worth the effort.
- 2 Shortcut**—stay left to take advantage of this huge shortcut. Watch the exit, as you are forced right by the tunnel works.
- 3 Fountains**—go around them!
- 4 Highway Split**—stay left for the fastest line.
- 5 Shortcut**—your choice; both the entrance and exit are sharp but if your timing is hot then you may make it through.

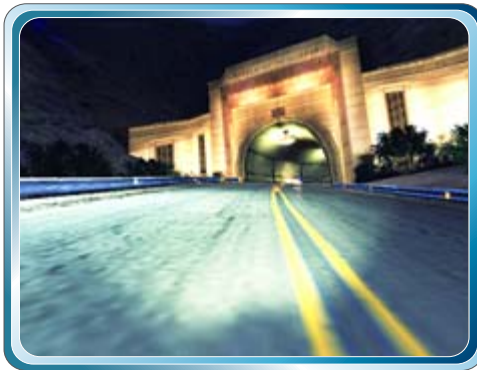


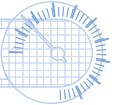
Bayview Summit



MAP KEY

- 1** Sweeping Corner—hit it hard.
- 2** Sharp Corner—after the straight you have too much speed. Brake hard and cut the angle down by taking it wide.
- 3** Uphill Switchbacks—hit them fast but smart. Too much speed will likely cause understeering.
- 4** Shallow Corner—the straighter the line through the middle the better.





Bellavista



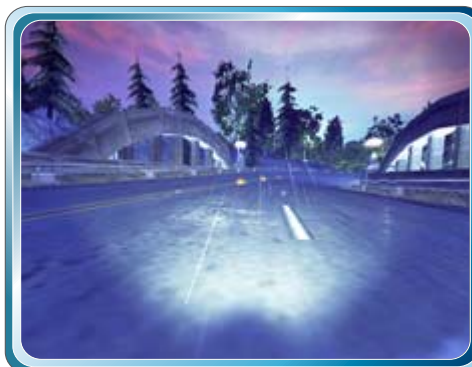
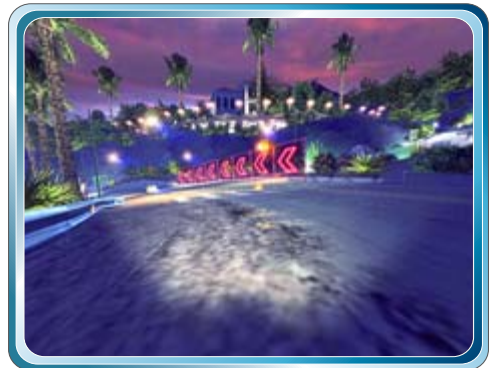
MAP KEY

- 1** Corner 1—for this one and the following marked corners, really watch your speed. Use your preferred braking technique, then roll into the corner for a fast exit.
- 2** Corner 2
- 3** Corner 3
- 4** Corner 4



NOTE .00.23

This is a fast mountain track. There are no shortcuts, so just give it your all. Watch for sweeping corners that you can ride the rails on.

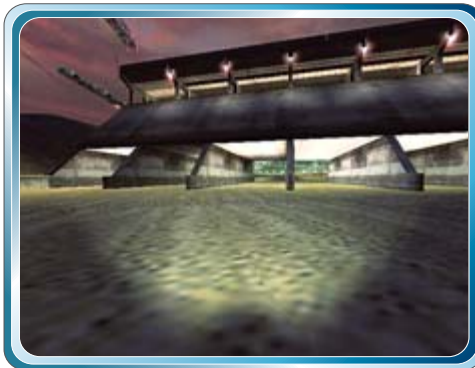
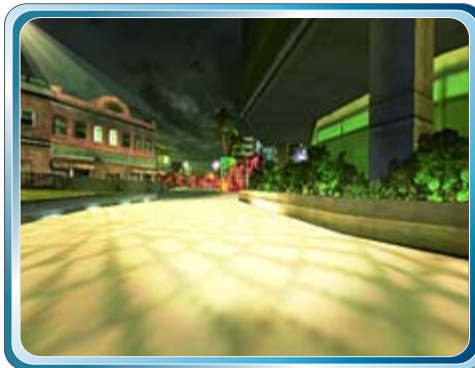


Boxcar



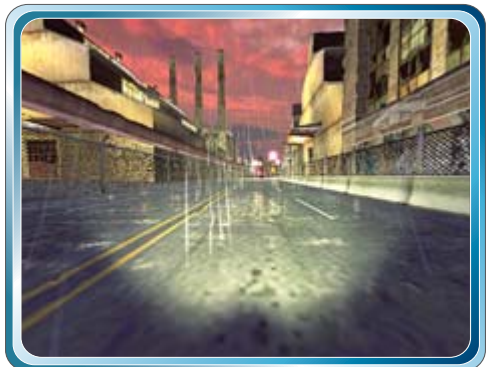
MAP KEY

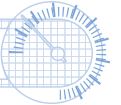
- 1** **Shortcut**—use this to cut the angle off an otherwise sharp corner.
- 2** **Rail Yard**—the left side (on the far side of the rail cars) has the straightest exit.
- 3** **Rail Yard**—stay to the right after you avoid the engines.
- 4** **Shortcut**—only accessible on the reverse of this track.
- 5** **Dirt Section**—stay right through the loading pits.
- 6** **Warehouse**—rip straight through the building and ignore all the side tracks around this area.
- 7** **Gas Station**—cut through the bays to get the fastest line through this corner.
- 8** **Shortcut**—blast through the small area between the planter and the building.



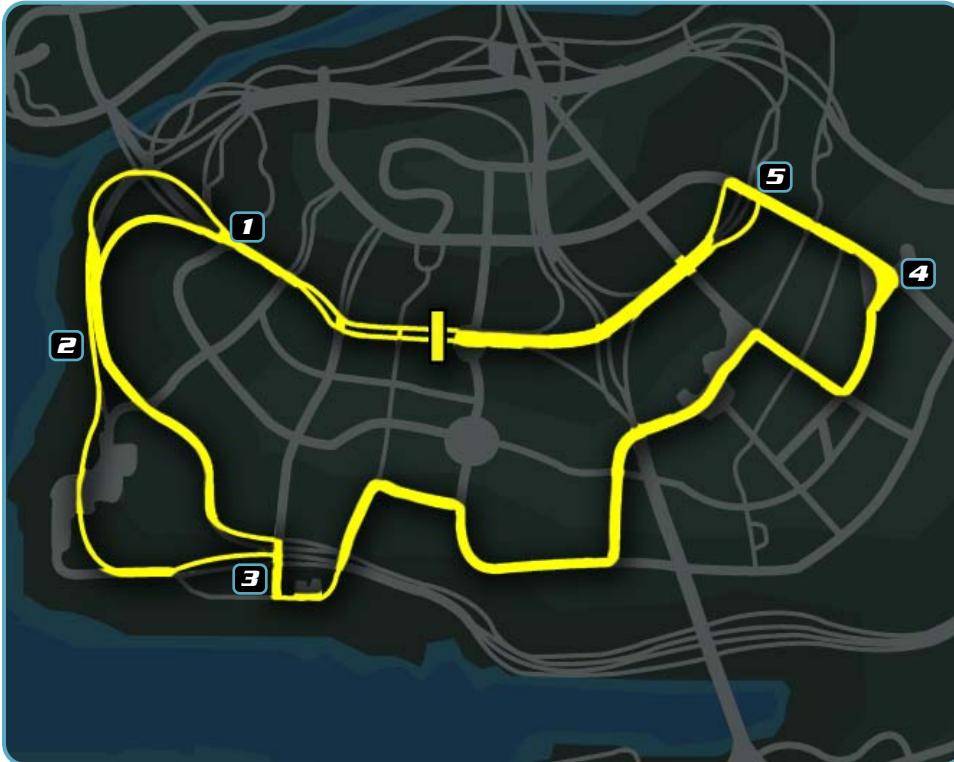
TIP .03.08.30

Save some nitrous for your last lap. You want it for the last leg of the race for that added boost.





Broad Street



MAP KEY

- 1 Highway Split**—stay left for fastest line.
- 2 Highway Split**—cross over to right side to cut down the entry angle to the off ramps.
- 3 Off Ramps**—the right ramp dramatically cuts down the angle of this corner, and allows you to carry more speed out of it.
- 4 Fountain**—go left to cut the corner.
- 5 On Ramp**—take the first left-hand on ramp to cut a few seconds off your time as you enter back onto the highway.



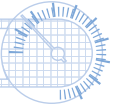
City Hall



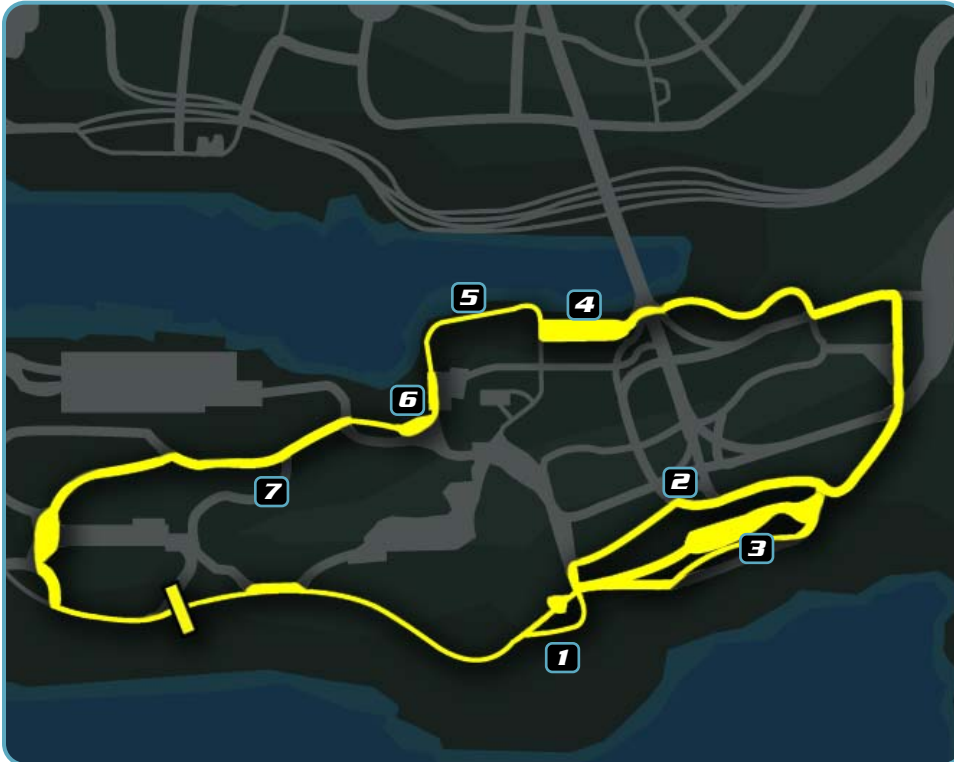
MAP KEY

- 1 Shortcut**—stay left behind Burger King.
- 2 Shortcut**—at the Imperial Hotel, stay right and go through the stone plaza.
- 3 Shortcut**—between Lily & Sins and the Harper. Stay left for the fast line.
- 4 Shortcut**—cut through between the building and the street post median.
- 5 Shortcut**—cut across the grass.
- 6 Shortcut**—cut through the car lot.





Dockside

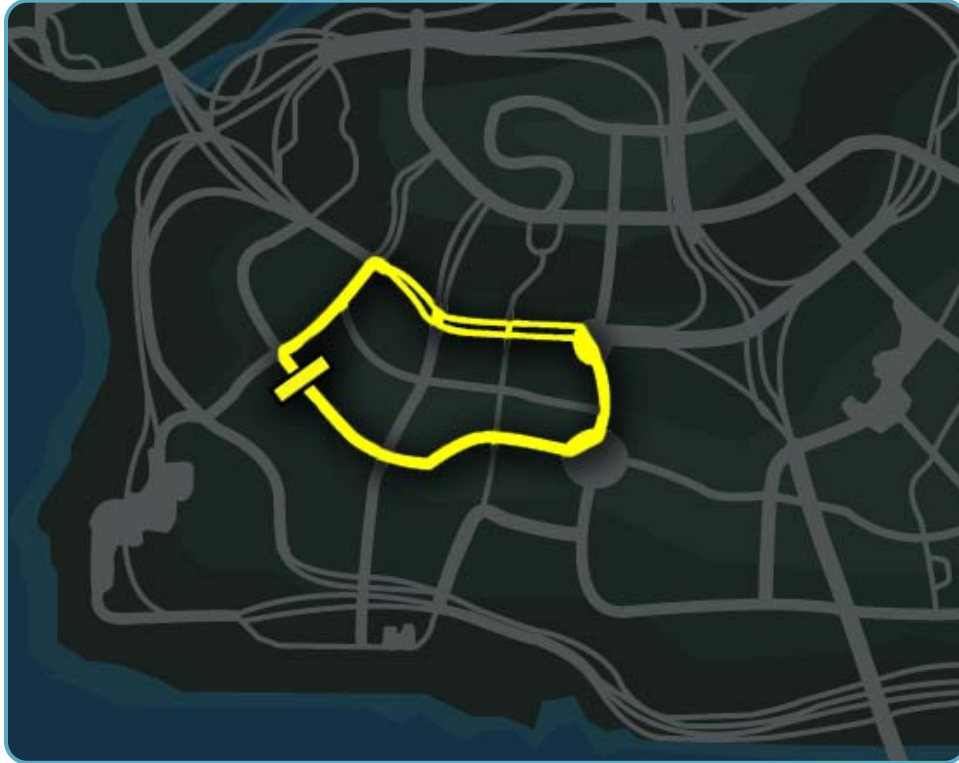


MAP KEY

- 1 Shortcut**—stay left at the road split and cut the corner to line up for the straight stretch.
- 2 Straight**—hit this section fast.
- 3 Rail yard**—avoid it altogether.
- 4 Storage Yard**—stay right for fastest line.
- 5 Ship Yard**—your choice; both routes are just as fast.
- 6 Gas Station**—the second or third bay are good lines through here. Just don't hit the gas tanks.
- 7 Shortcut**—ignore this uphill shortcut at the hotel.



Freemont



NOTE .00.23

This is a short inner city track that offers little in the way of technical challenges other than several planted meridians scattered throughout. There are no shortcuts to make it any easier than it is. Rip it up!

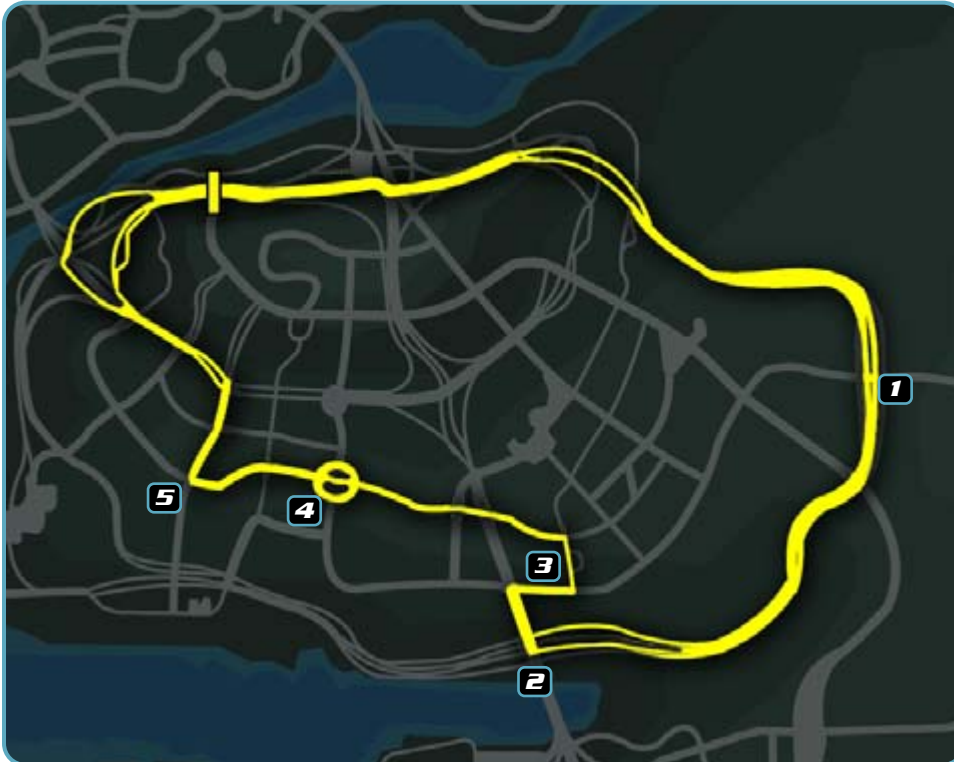
HIGH PERFORMANCE TIPS BY MARC DE VELLIS

"Respect the elevation sections throughout the track. Whether it's a hill, a banked section, or a simple bump, wait for the suspension to settle before you give full throttle. As you hit the bump, gravity will force the car to compress and settle; in this stage, let off the throttle and roll the car through. As the car compresses and straightens out, aggressively go to full throttle. This process takes less than two seconds, and you will be rewarded with a fast lap time."





Freeway East

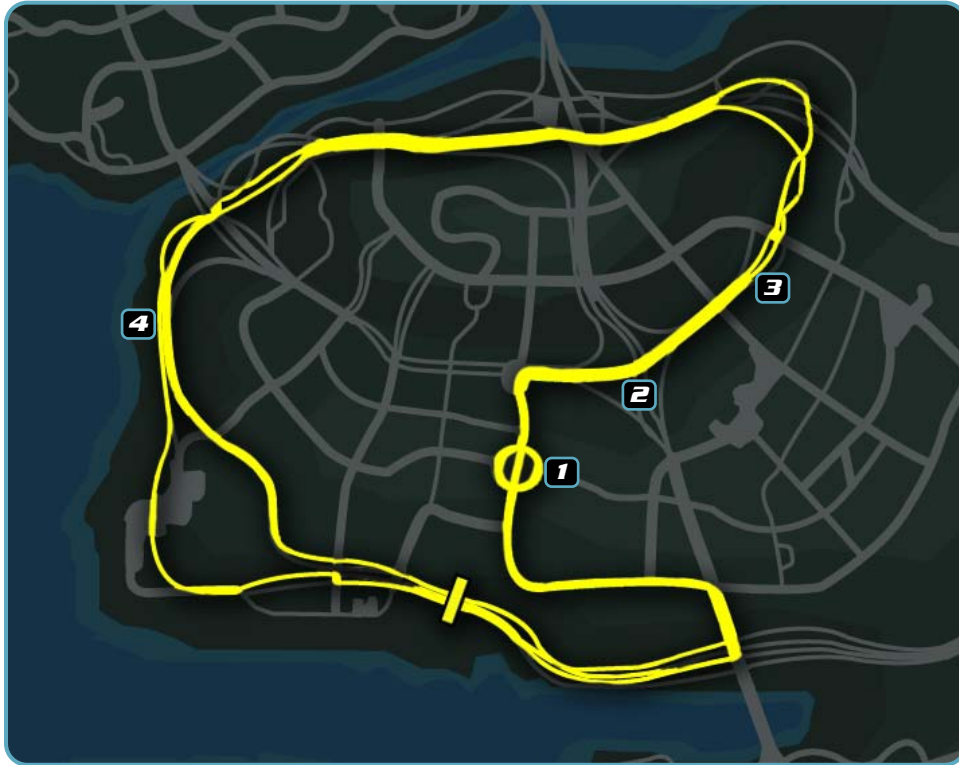


MAP KEY

- 1 Highway Off Ramps**—ignore them and stay on the highway to keep your speed up.
- 2 Sharp Corner**—watch your speed on this corner entry.
- 3 Alley**—this can be a treacherous little stretch when fighting off other cars. However, it is a great place for blocking racers attempting to pass.
- 4 Fountains**—go around them.
- 5 Sharp Corner**—pay attention to the turn exit—it leads into a divided road.



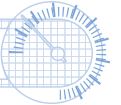
Freeway West



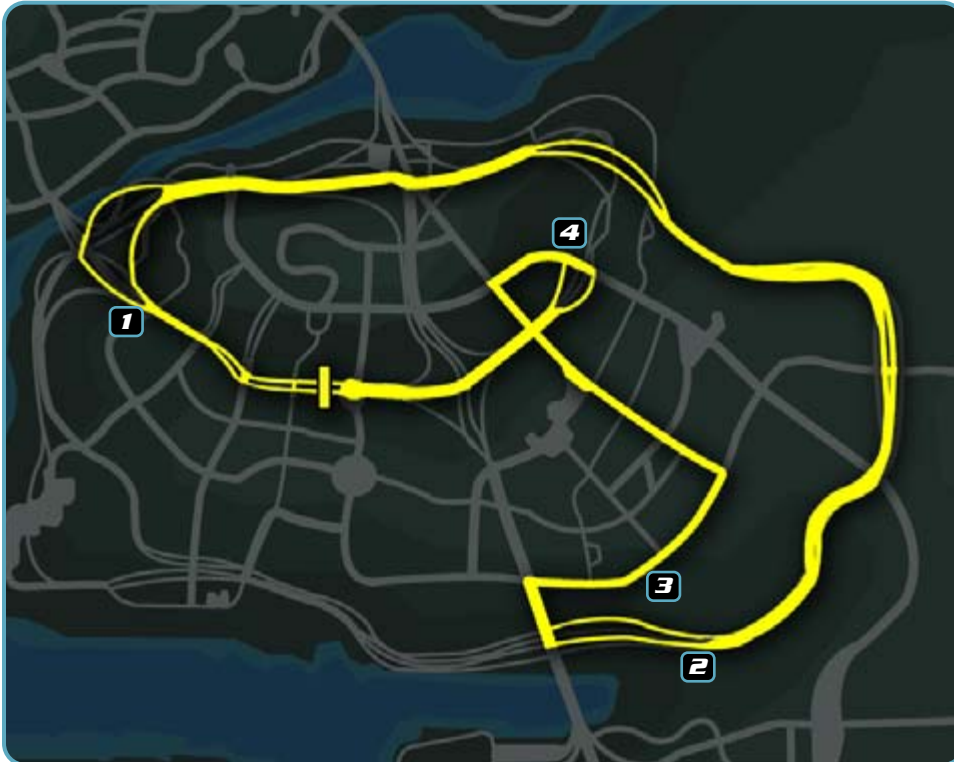
MAP KEY

- 1** Fountains
- 2** Tunnel
- 3** Highway Split—keep left for the fastest line.
- 4** Highway Split—stay on the inside track.





Garibaldi Run



MAP KEY

- 1** Highway Split—keep right.
- 2** Off Ramp—the right route is quicker.
- 3** Alley—good blocking section.
- 4** On Ramp—take the first right; it's similar to a hairpin corner, so treat it accordingly.

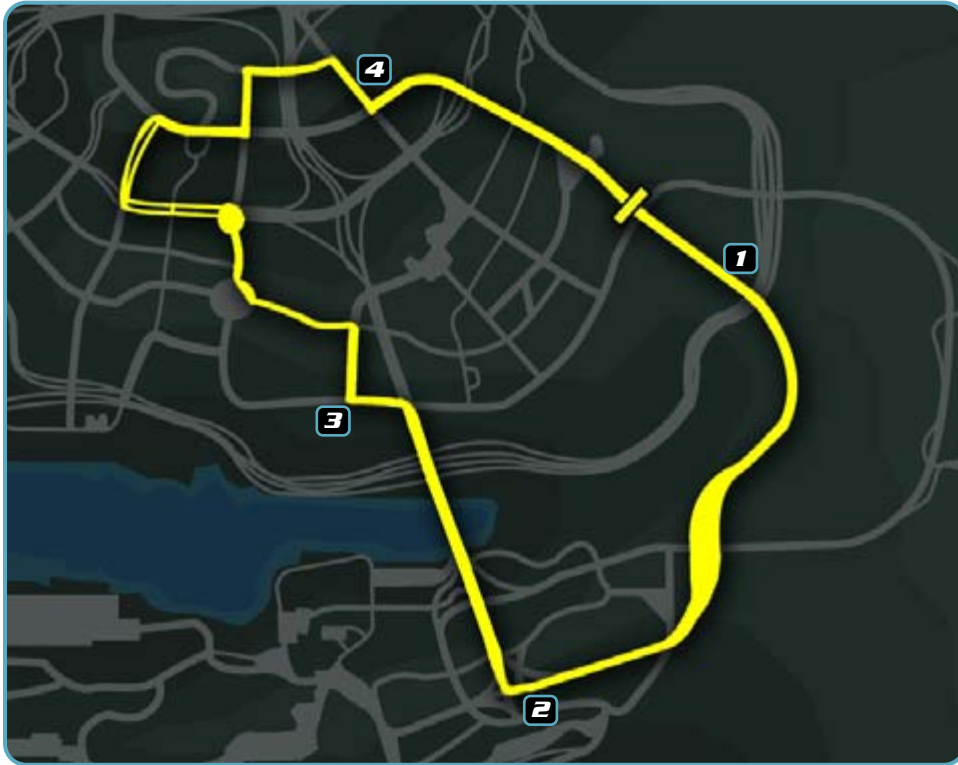


NOTE .00.23

The rule for this track is to take the shortest route wherever there is a choice offered. Using the alternate routes can shave your lap time quite nicely.



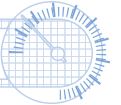
Grandview Station



MAP KEY

- 1** **Sweeping Corners**—this is a long stretch of open highway; pedal to the metal, speed racer!
- 2** **Overpass**—you're forced left here, so watch for oncoming traffic.
- 3** **Sharp Corner**—very tight right-hander.
- 4** **Sharp Corner**—very tight left-hander that exits back onto a long straightaway. Get on the gas early as you exit out of this corner.





Jackpot



MAP KEY

- 1 S-Turns**—straight line to keep your speed high.
- 2 Shortcut**—as soon as you pass under the overpass, go straight through the parking lot on the left. You can exit back to the road afterward, or stay left and go through the stadium plaza first.



Lower Eastside



MAP KEY

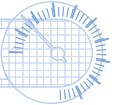
- 1** Sharp Corner—watch for the Casino and cut it hard through the line.
- 2** Sharp Corner—use your technical braking skills here.
- 3** Sharp Corner—use your technical braking skills here.



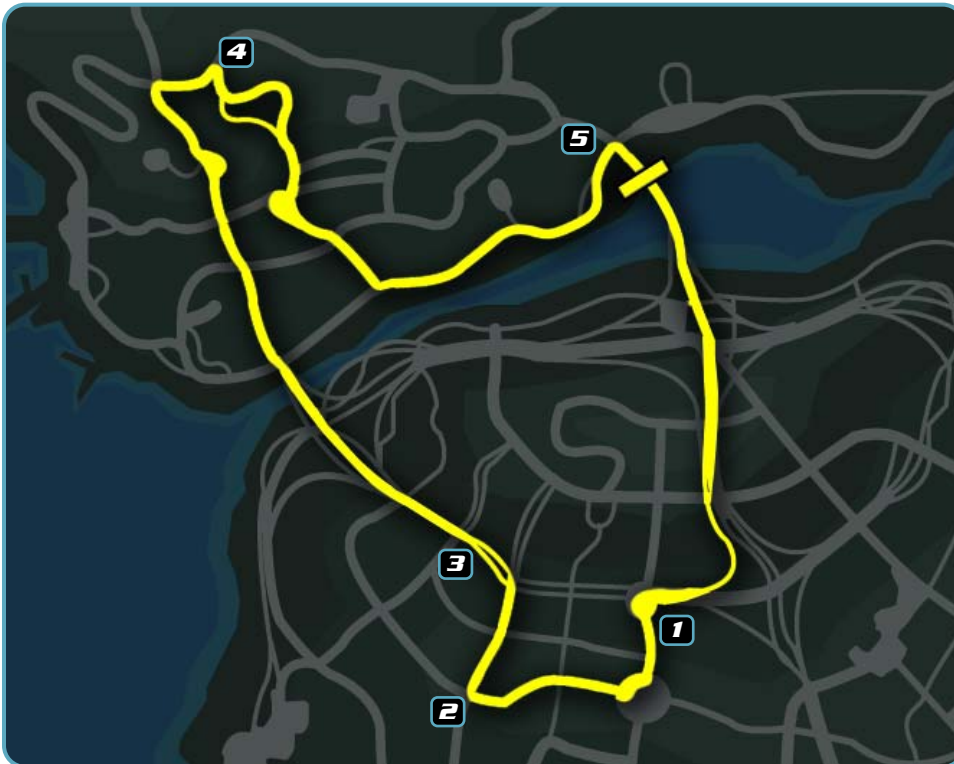
NOTE .00.23

This is a fast track through the dirty parts of Bayview. Heat it up on this pimper's paradise!





Marine & 25th

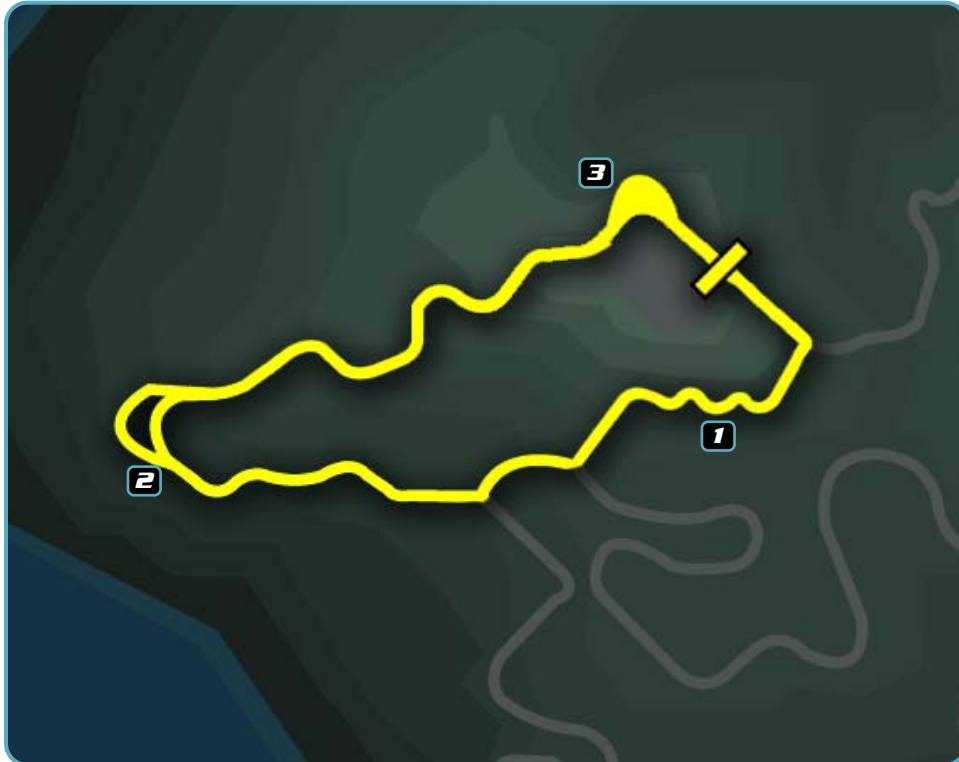


MAP KEY

- 1** **Sweeping Corner**—keep your speed up through this line.
- 2** **Sharp Corner**—this corner exit is followed by a section of road splits by meridians—watch out for them.
- 3** **Divided Road**—this whole section is full of meridians.
- 4** **Shortcut**—avoid this route through the alley.
- 5** **Shortcut**—avoid this route at the Regency—it launches you back onto the road at an off-kilter angle.



Observatory



MAP KEY

- 1 S-Curves**—some technical braking may be necessary in cars with not-so-hot handling. However, if you're tuned properly, you can ease through this section.
- 2 Hillside Manor**—don't use the route through the parking area. Stay on the road.
- 3 Observatory**—don't use the route into the observatory. Stay on the road.

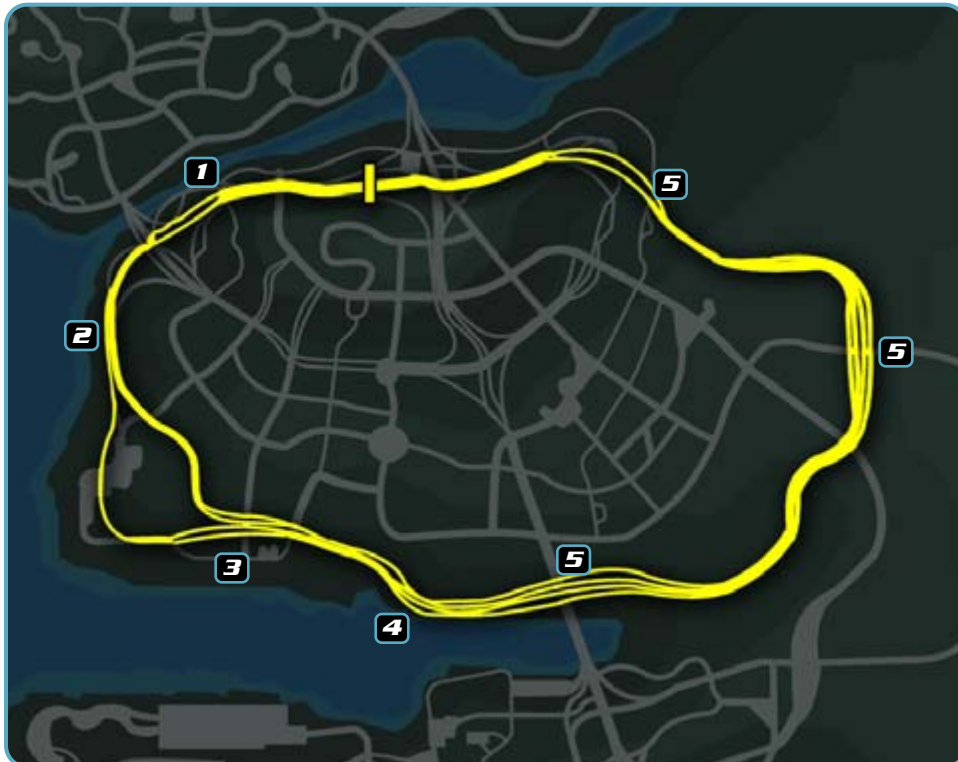


NOTE .00.23

This is a basic mountain track with a few options for alternate routes that shouldn't be used. It's an easy track at a stock tuner level, but it's much more challenging when your ride is totally pimped out.



Outer Ring



MAP KEY

- 1** Divided Highway
- 2** Open Highway
- 3** Limited Highway Lanes—there is a short set of on/off ramps to use here.
- 4** Divided Highway
- 5** On/Off Ramps—these sections are great if you want to avoid traffic or confuse pursuing racers.



Palm Highway



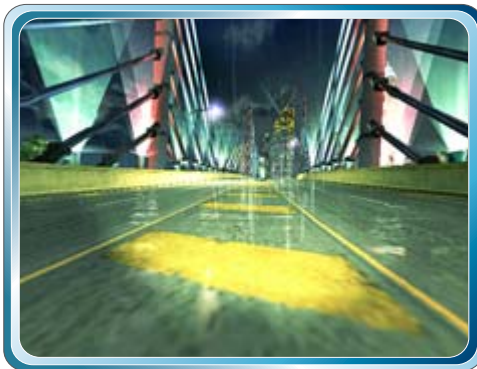
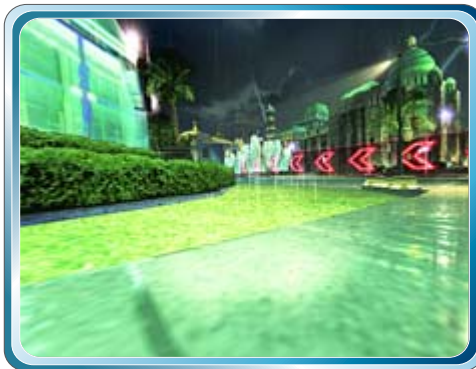
MAP KEY

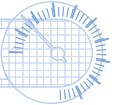
- 1 Highway**—open it up wide through the bottom end of the course.
- 2 Sharp Corner**—ride the rail here to keep your speed up.



NOTE .00.23

This straightforward track is a cross section from Beacon Hill and the downtown core, with some super fast sections of highway thrown in for good measure.



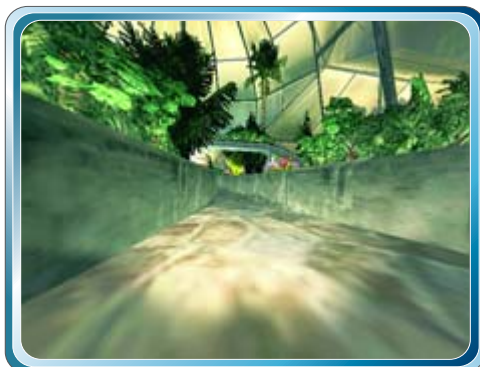


Park Drive

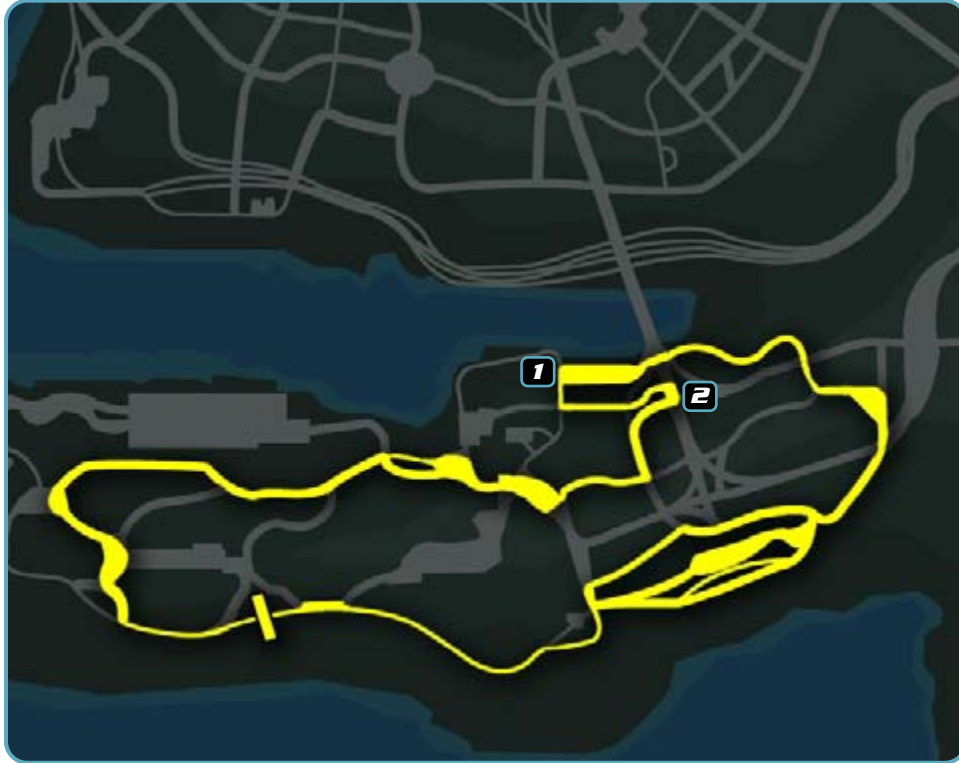


MAP KEY

- 1** **Shortcut**—it doesn't look like much until you blast through the glass.
- 2** **Corner**—cut this corner between the wall and lamppost base to maintain speed.
- 3** **Shortcut**—cut through the park to keep the angle of this corner low.



Phoenix Steel



MAP KEY

- 1** Hairpin—on the entry, use your technical braking and cornering as the approach is very fast.
- 2** Hairpin—the entry is not as quick as the previous corner, but still deal with this hairpin appropriately.



NOTE .00.23

Phoenix Steel is a diverse course ripping through Coal Harbor. It has much of the features of the previously described tracks in this area. Pay special attention to the challenging hairpin corners.



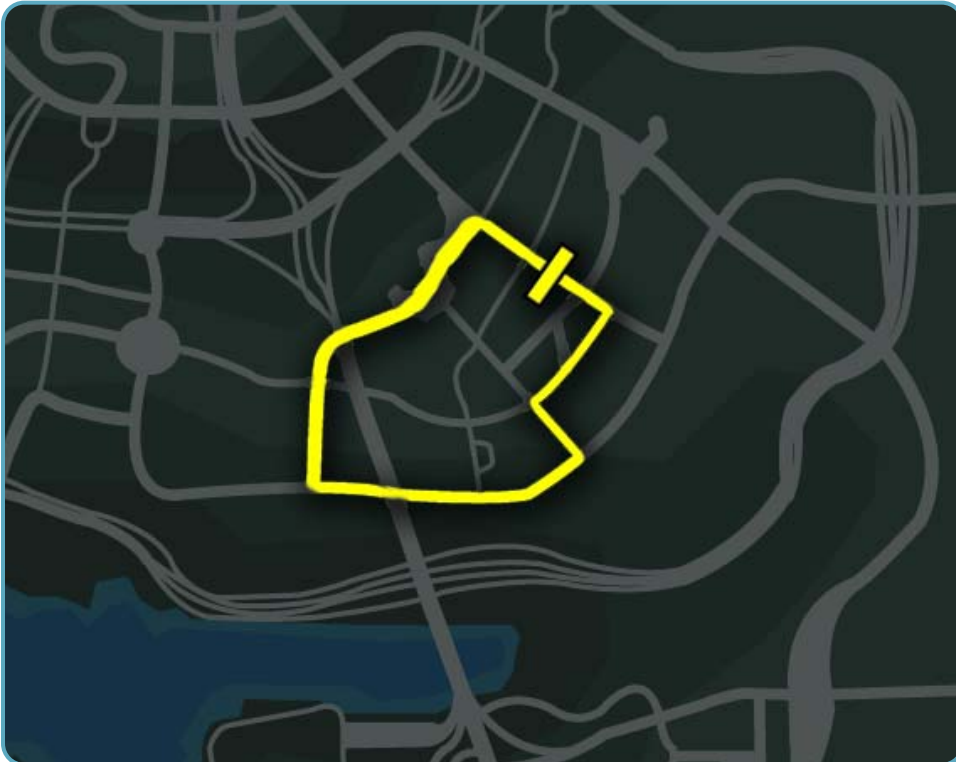
TIP .03.08.30

Use the Racebreaker nitrous periodically during a race. Avoid keeping it full because you can always obtain more.





Providencia



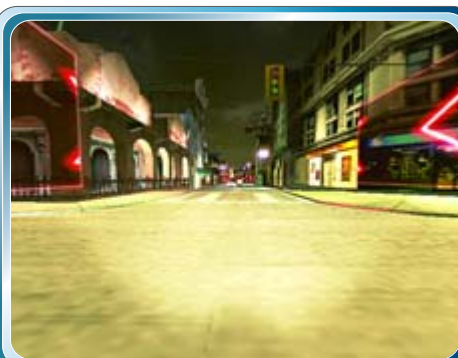
NOTE .00.23

Providencia is a beginner circuit track that has no frills or gimmicks, just straight out racing. This inner city circuit is a good one to cut your teeth on.

HIGH PERFORMANCE TIPS BY MARC DE VELLIS

"In high-speed sections, drivers commonly "overcharge," or carry too much speed in the entry, and therefore can't get back to early full throttle. Enter a bit slower while rolling the car into the apex without any gas or brake. At the apex, as the exit starts to open, unwind the steering and apply aggressive full throttle.

Focus on the braking zone and slow the car down smoothly and calmly. This will make it easier to get your car at a better angle to get early full throttle. Be more patient and get on the power early, powering through the corner. Try it—the stopwatch doesn't lie!"



Resort Loop



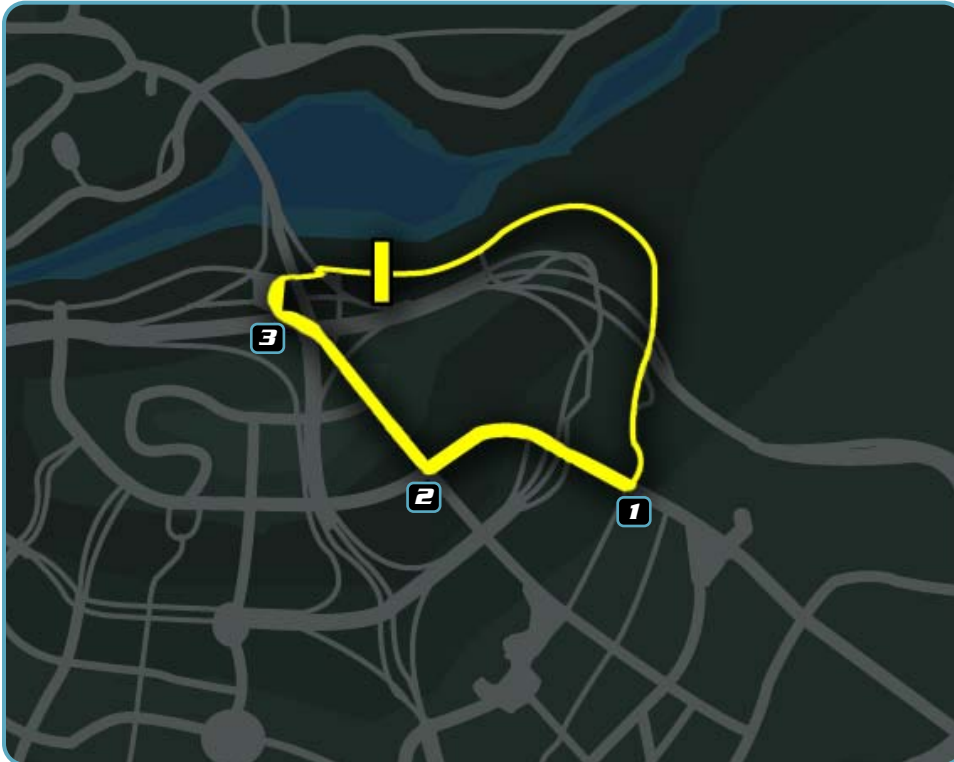
MAP KEY

- 1 Divided Avenue**—Watch for the meridians through this stretch; cross back and forth at the breaks if required.
- 2 Fountain**—the section of the main fountain is cut off, so there is no hazard here.
- 3 Corner**—hit this corner at Kanopa Plaza fast.
- 4 Fort Union Square**—a fast stretch through the narrow streets; this is a good place for aggressive blocking.
- 5 Shortcut**—small cutoff to the left of the trees at Fort Union Square.





Scenic Ride



MAP KEY

- 1** Sharp Corner
- 2** Sharp Corner
- 3** S-Turns—this stretch under the highway can be hellish if your car doesn't handle well.

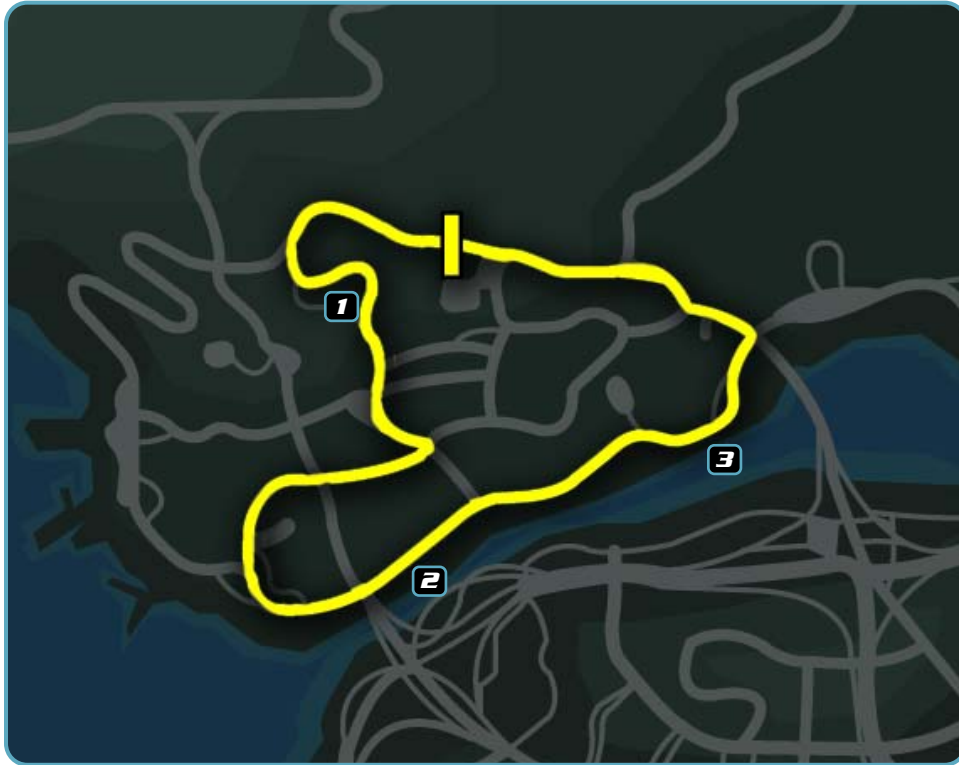


NOTE .00.23

Scenic Ride is another simple beginner's circuit. There is little variation here but some sharp corners will work your knowledge of the right lines and test you on how to apex properly.

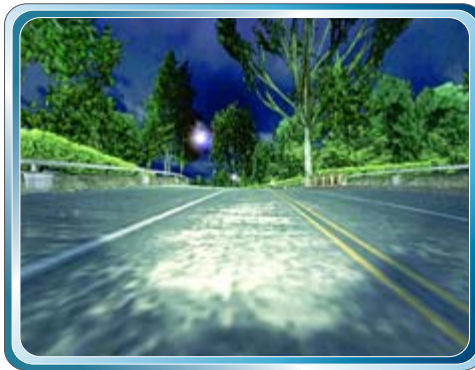


Shoreside



MAP KEY

- 1** **Shortcut**—don't use it; stay on the road.
- 2** **Waterfront Avenue**—this is a fast section along the waterfront—go nuts!
- 3** **Shortcut**—don't use this shortcut at the hotel driveway.





- 1 Shortcut**—stay right at the planter.
- 2 Shortcut**—head straight uphill by the building and get some hangtime.
- 3 Ledge**—stay left for a straighter exit off the ledge.



Switchback



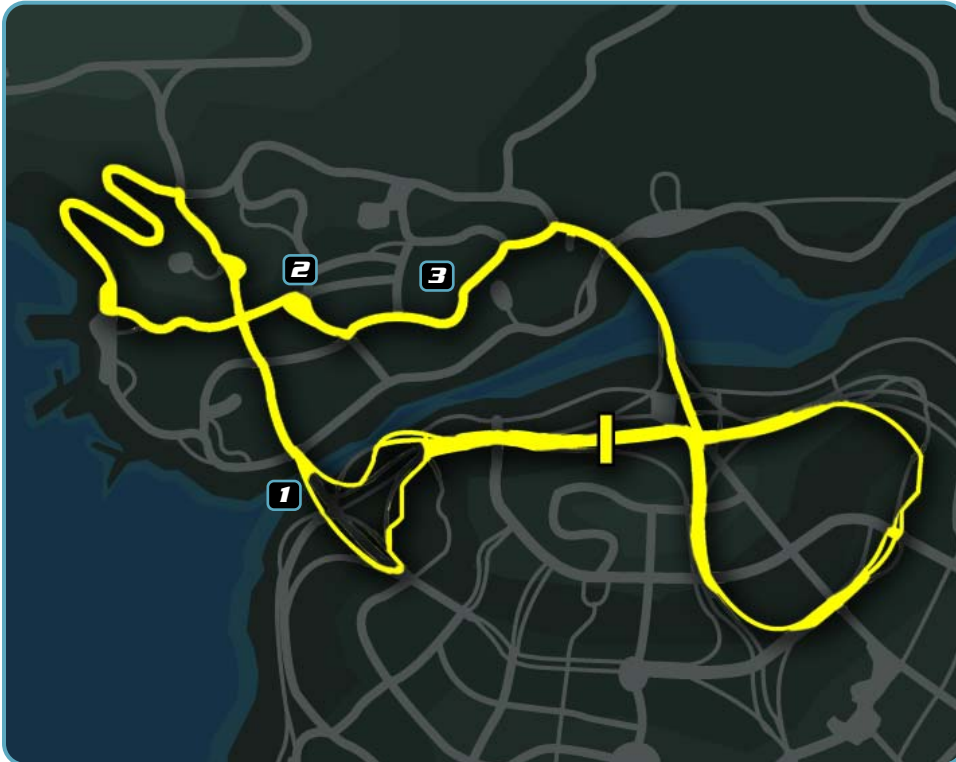
MAP KEY

- 1 Switchbacks**—this can be a fast section if you do well on the corners.
- 2 Shortcut**—zip through the old alley; at high speeds this route may lose its initial appeal.
- 3 Alternate Route**—ignore the two side sections here; stay on the main road for the fastest line.





University Hill

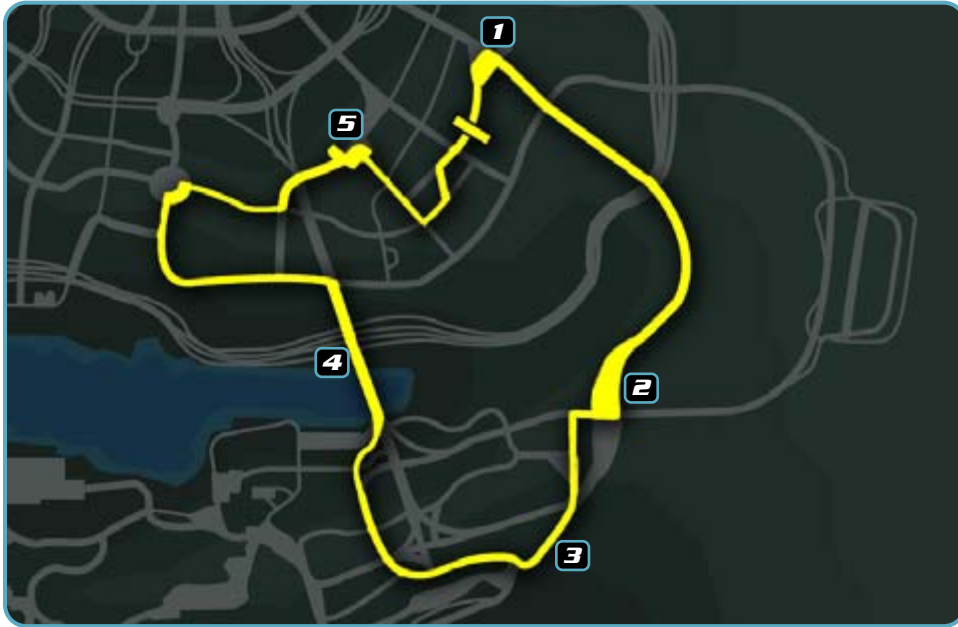


MAP KEY

- 1** Tunnel—stay left for the faster line.
- 2** Gas Station—cut through the middle bays to keep your speed up and take the angle off the track corner. Watch for the planted meridian as you exit the far side.
- 3** Shortcut—small angle cutting route.

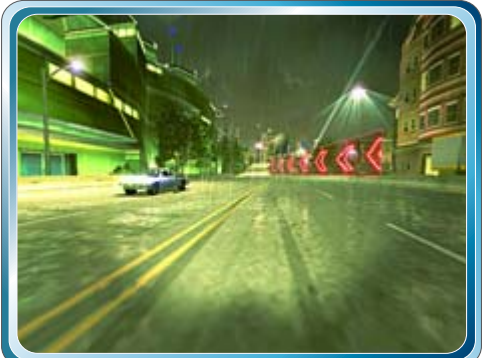
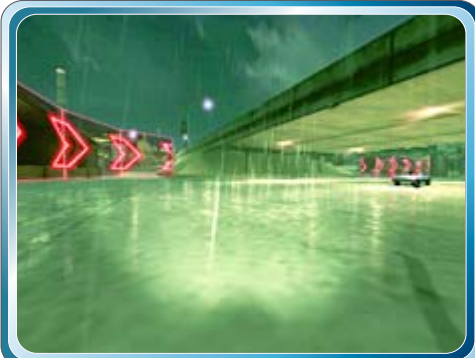


Woodbine Park



MAP KEY

- 1 Sharp Corner**—the track widens before the sharp corner. Take it wide but watch for the protruding section of building that will stop you cold.
- 2 Divided Highway**—stay right as it splits; it's a faster line through this section and the upcoming corner.
- 3 Narrows**—the track gets quite narrow here; it's a great blocking area.
- 4 Highway**—make a fast entry here as you get back onto the open highway.
- 5 Shortcut**—look for it between the trees and the monument.



CONCLUSION

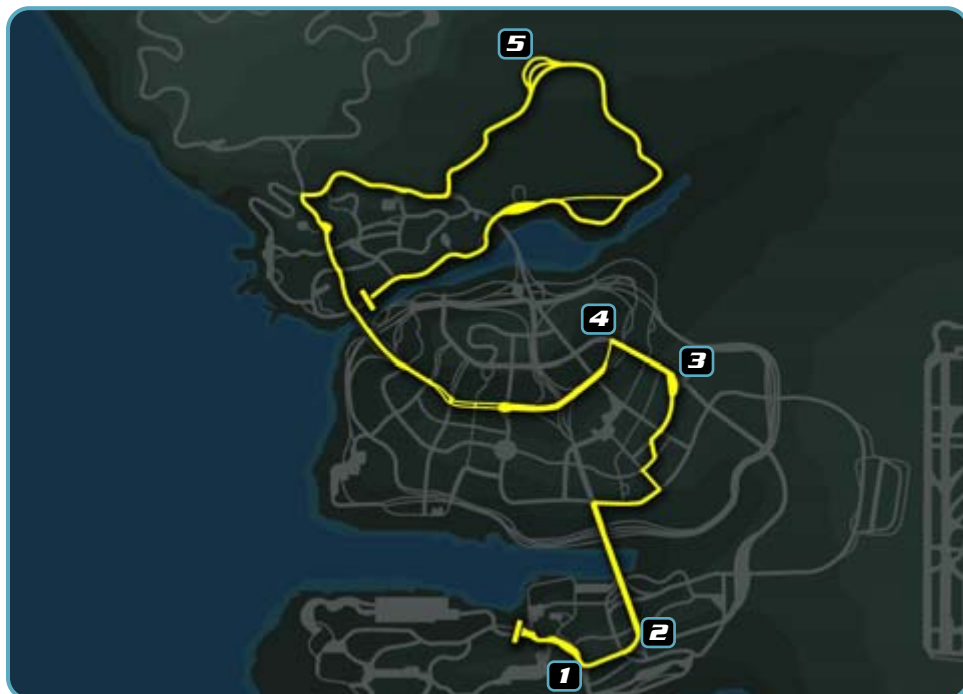
Now that you've made it through the Circuit Racing tracks (picking up a few tricks along the way), turn to the next section. Sprint racing covers all of the ways to get the fastest laps, from finding the apexes to utilizing the shortcuts.

SPRINT RACING

Sprint racing is a rush. No laps; just all-out, speed-frenzied mayhem. One mistake and you're out of the game.

Here's an outline of the Sprint tracks you find around Bayview.

2nd & Bellevue



MAP KEY

- 1 Underpass**—at the end of the highway keep right for a shortcut on the underpass.
- 2 Corner**—it's a much faster line if you cut this corner.
- 3 Corner**—as mentioned previously, cut the corner but you have to really watch for it as the route doesn't stand out well against the background.
- 4 Shortcut**—it's a tight left turn but it sets you up for a quicker route onto a long fast stretch of highway.
- 5 Shortcut**—this is a very tight entrance but it may shave one or two seconds off your time.



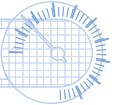
Bayview Plaza



MAP KEY

- 1 Corner**—this very sharp right turn will need some heavy braking and a good racing line.
- 2 Corner**—do not be tempted to cut this left-hander as there is a steep bank on the inside.
- 3 Shortcut**—keep left and head over the cobbles down a wide sweeping alley but be aware of the two palm trees on your right. The exit is sharp so get ready with the brakes.





Black Tusk

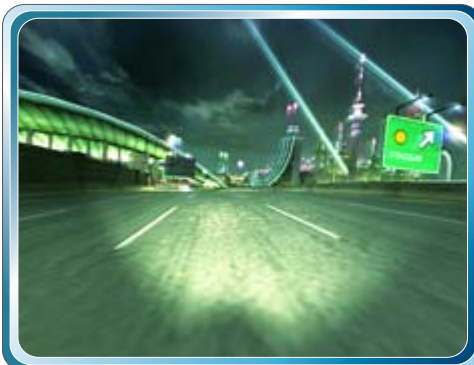
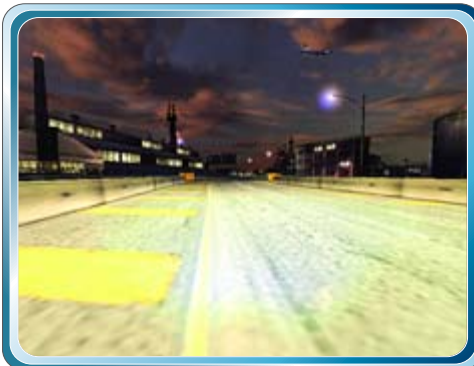


MAP KEY

- 1 Shortcut**—just before the underpass, take the turn on the left. The entry is tight but it can save you some vital seconds.
- 2 Shortcut**—keep to your right and take a straight line over the cobbles, completely eliminating the corner.

SPRINT RACE TUNING WITH MARC DE VELLIS

"Run your car the lowest it can go. Increase your front caster in order for you to weave in and out of traffic. Make sure you shorten your gears so that on the longest stretch, you are almost at maximum revs. If your car feels unstable around traffic, add maximum rear aero. Adjust your ECU and Turbo for a later power band. Since you will be above 5000 rpms for the majority of the race, start your power curve towards the higher rpms. Adjust your nitrous for longer duration, as your speeds will be compounded down the straights."

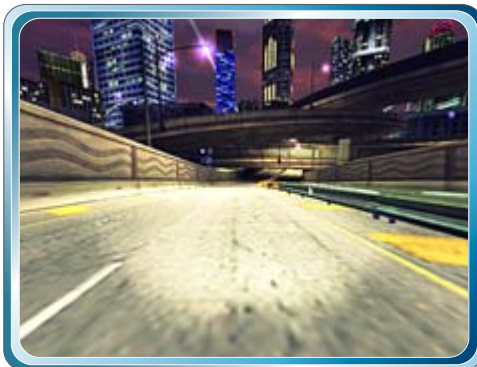


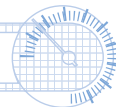
Blackcomb Way



MAP KEY

- 1 Corner**—there is plenty of space on the inside to cut this corner and get ahead of your rivals.
- 2 Caution**—as you enter the tunnel section, keep to the right because a barrier will close all but the farthest lane.





Broadway & Granville



MAP KEY

- 1 Corner**—if you have nerves of steel, you can pick a line through the fountains but for the faint of heart, start braking for a right, left, right combination of turns.
- 2 Corner**—get ready with your brakes as the road turns very sharply to the right.

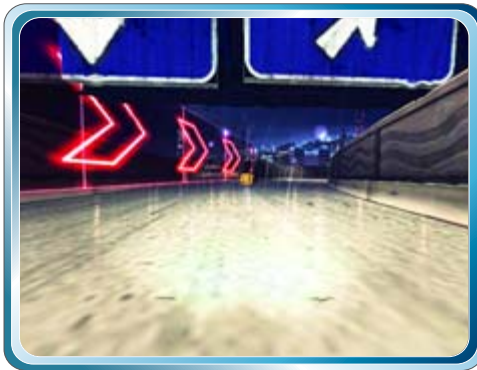


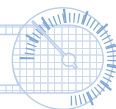
Cypress Bowl



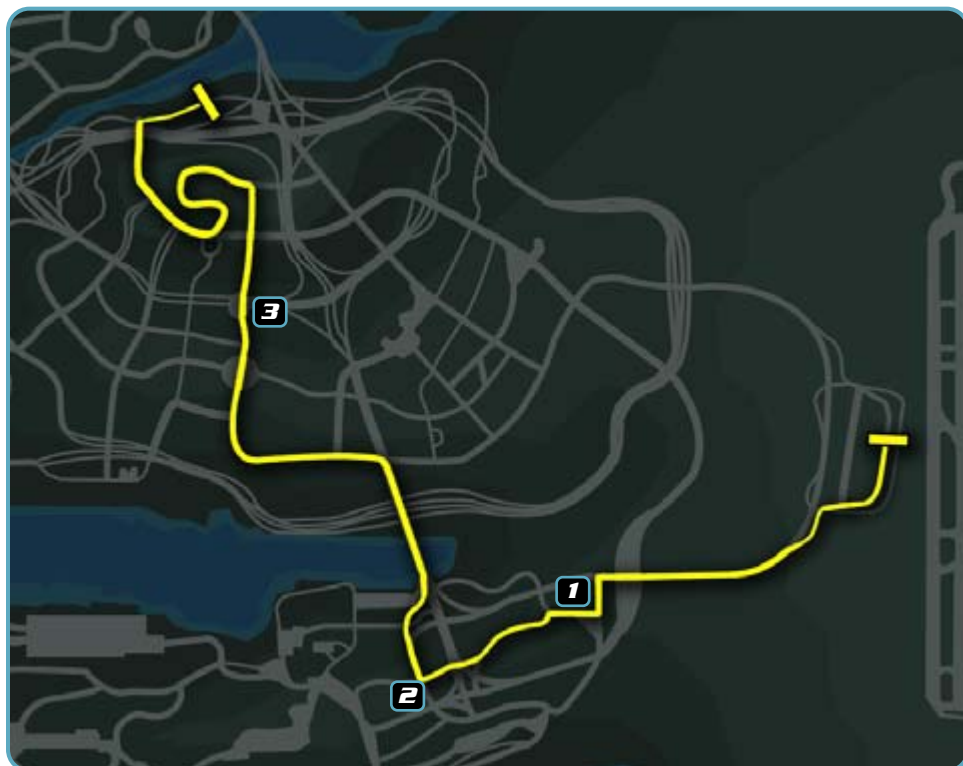
MAP KEY

- 1** **Shortcut**—as you approach the skyscraper, take the cobbled ramp to your right—this eliminates the corner.
- 2** **Corner**—this wide corner can be cut using the cobbles on the right.
- 3** **Corner**—after the sign for Highway 27, cut the corner over the cobbles but beware of the lamppost to your left.





Domestic Arrivals



MAP KEY

- 1 Corner**—take great care. After such a long and fast section, this tight left turn will have you hitting the brakes hard.
- 2 Corner**—as previously stated, be prepared to brake hard.
- 3 Corner**—you will need to find that perfect line to negotiate your way around this obstacle.



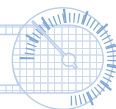
Eagleridge Estates



MAP KEY

- 1** **Tunnel**—after exiting the tunnel you will suddenly drop downhill, gaining speed. Beware of oncoming traffic and the ensuing corner.
- 2** **Corner**—the road will split here but stay right for the fastest line.
- 3** **Corner**—the road splits so stay to the right of the monument for the quickest route.



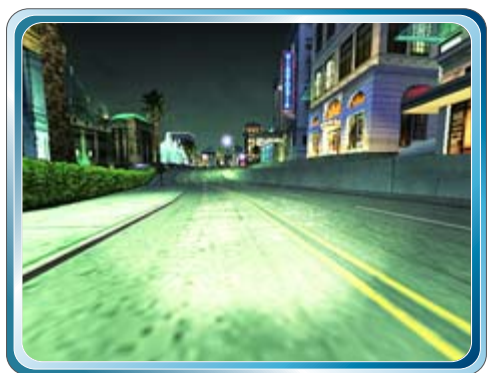


Grouse Grind



MAP KEY

- 1 Corner**—don't be afraid to cut this corner over the grass.
- 2 Corner**—cut this corner over the cobbles but beware of the lamppost to your left.
- 3 Shortcut**—the alley can be used to cut the corner but the entry and exit are very tight, so stick to the road.
- 4 Corner**—cut the corner over the cobbles but beware of the lamppost on your left.
- 5 Shortcut**—as you come over the brow of the hill, keep to the right of the large villa for the quickest route.



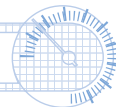
Marathon



MAP KEY

- 1 Highway**—take great care as the highway splits. It is difficult to see and the quickest route is left down the off ramp.
- 2 Corner**—more nerves of steel are needed to pick a fast route through the fountains, or you can take the slower, but safer, route around them.
- 3 Corner**—you can cut the corner over the cobbles but the entry and exit are tight and off the racing line, so stick to the road.





Palm Hill



MAP KEY

- 1 Shortcut**—ignore the cobbled ramp to your right. The entry is too tight to be of any benefit.
- 2 Shortcut**—as you approach the highway, keep to your right. The road will split and, by taking the right lane, you will save yourself a massive amount of time.
- 3 Shortcut**—stay in the right-hand lane. Although the corners are harder, the route is much shorter, bringing you out in front of your competitors.



Palomino & 16th



MAP KEY

- 1 Corner**—this sharp combination of corners will have you testing your brakes. As you enter the alley, keep to the center to avoid the abundance of trash cans. Hit too many and you will be slowed down.
- 2 Corner**—this time you will have to go around the fountains, but be careful as the corners are harder than they appear. Be prepared to brake hard.
- 3 Corner**—This is a hard right leading into the finishing stretch right in front of the Hotel Royale.

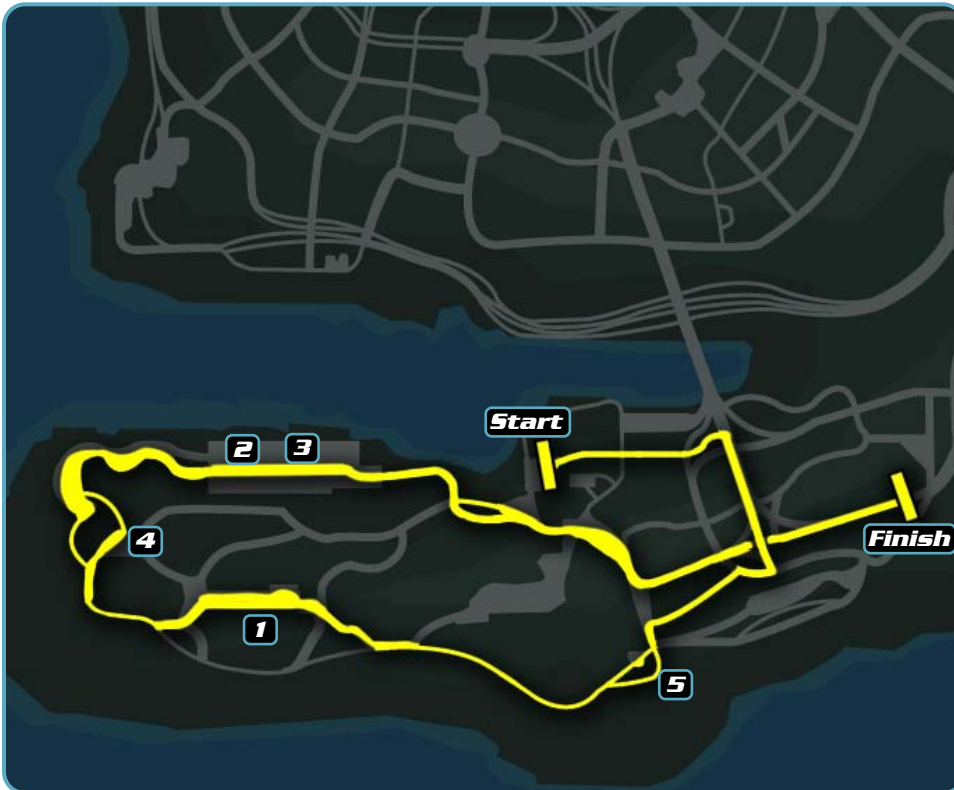




Port Authority

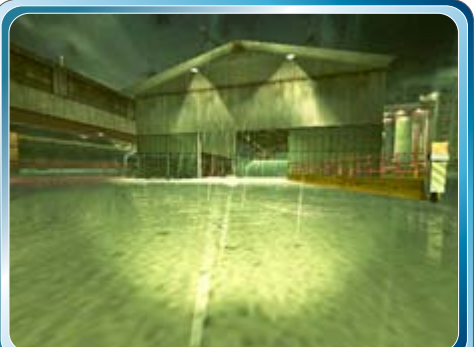
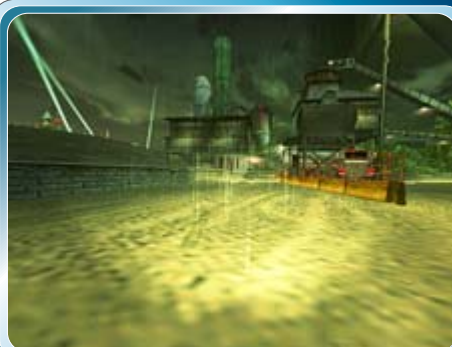
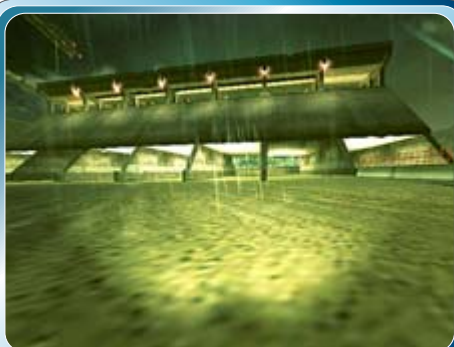
MAP KEY

- 1 Shortcut**—upon entering the rail yard, head for the platform to your right, ensuring that you exit with the best possible line.
- 2 Shortcut**—approaching the warehouse, you have several options for your route. They will all take the same time but for something different, why not head right through the center?
- 3 Shortcut**—when racing in reverse, break through the metal gates and head between the flashing bollards. You should enter the building and keep right up the ramp so that upon exiting, you will have a straight run up the gravel track.
- 4 Shortcut**—when racing in reverse, slow down hard and head for the left-hand tunnel. This route saves a massive amount of time.
- 5 Shortcut**—when racing in reverse, keep to your left and go down the narrow gravel track. Stay left to avoid the sign post before exiting off the bank.



NOTE .00.23

This track runs in both directions. For the sake of simplicity, the numbers below indicate either forward or backward based upon the start and finish marked on the map.

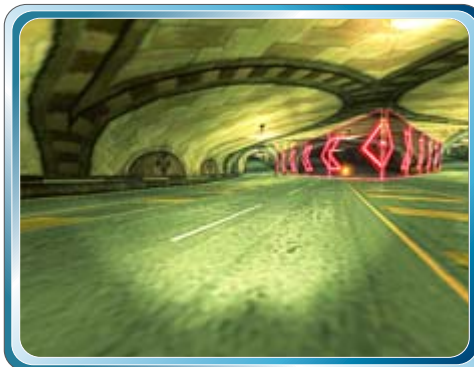


Rockridge Cross



MAP KEY

- 1 Shortcut**—get in the left-hand lane of the highway to make use of a much shorter route, but beware of the oncoming traffic.
- 2 Shortcut**—stay left to save a great amount of time but beware of the oncoming traffic.
- 3 Shortcut**—you can use the cobbled ramp to your right but the entry is tight so it may be best to stick to the road.





Rollercoaster

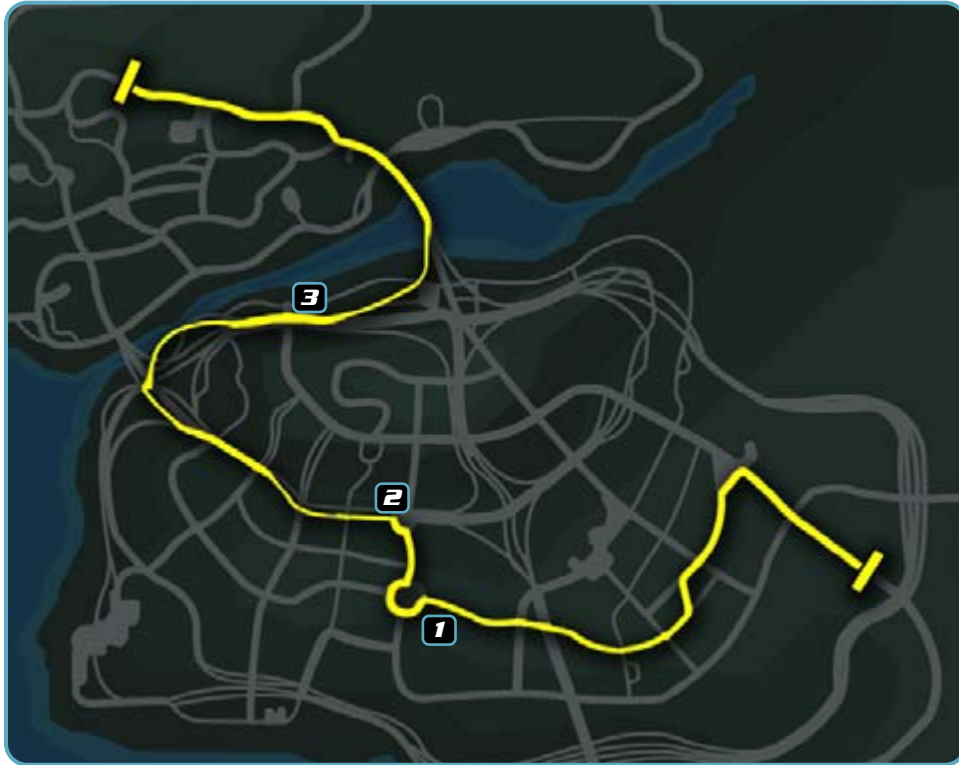


MAP KEY

- 1** **Corner**—this sweeping left hand bend is the peak of your ascent through a twisty, brake-testing course before you start a quick descent.



Sentinel Hill



MAP KEY

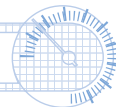
- 1 Corner**—you will be approaching the fountains at high speed so get ready to break through a quick combination of corners.
- 2 Corner**—Cut this corner across the cobbled area.
- 3 Ramp**—take great care as you travel through this section. It is a single lane with oncoming traffic.



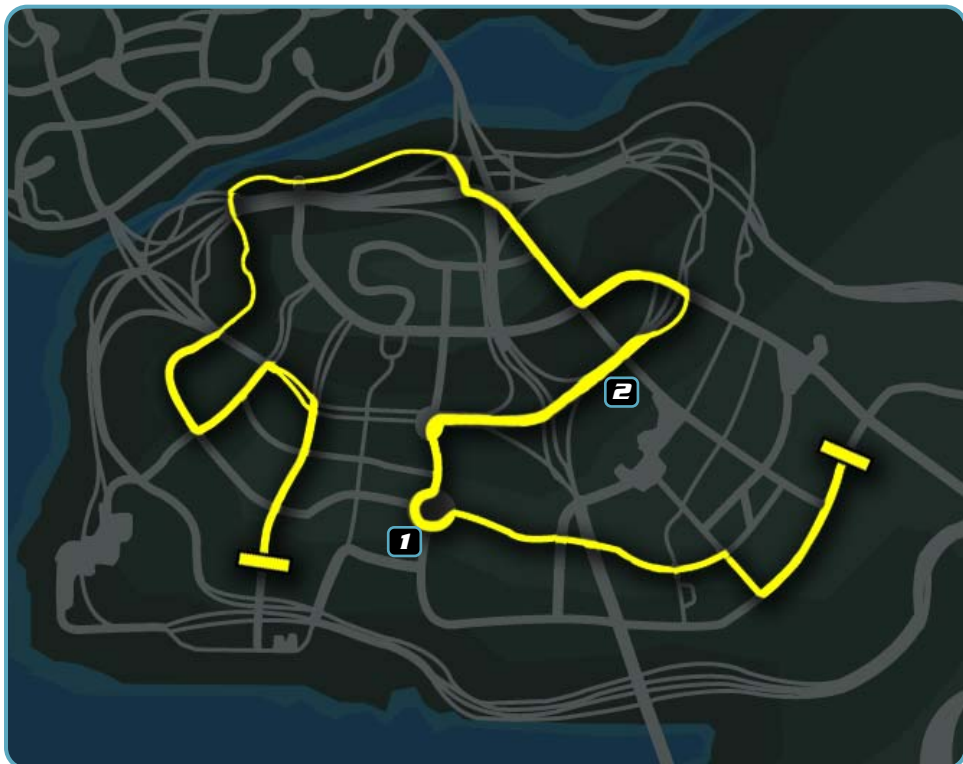
TIP.03.08.30

A good way to obtain nitrous is by avoiding accidents; come close to a traffic vehicle without hitting it and you will get 100 points of nitrous. Keep it up and you can get up to a 5X multiplier, which results in a huge boost to the meter.





South Junction



MAP KEY

- 1** **Corner**—get ready to brake hard through a quick combination of turns around the fountains.
- 2** **Tunnel**—when you enter the tunnel section get into the right-hand lane as the others will soon be closed by a barrier.



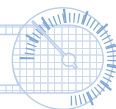
Tailgate



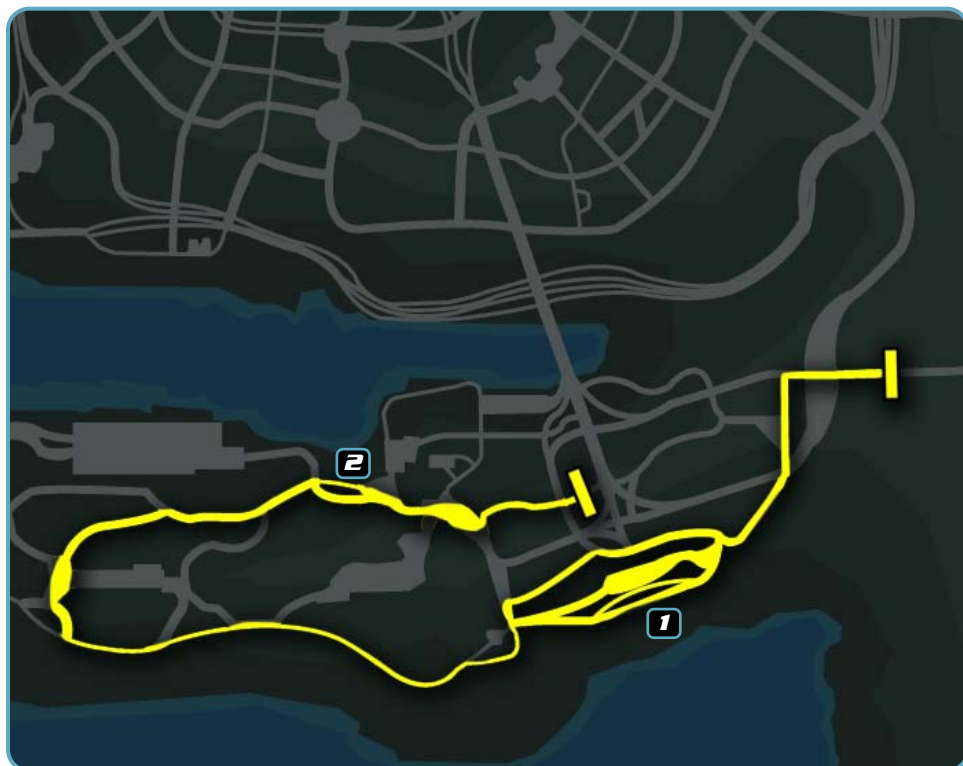
MAP KEY

- 1** **Shortcut**—cutting over the cobbles is too tight on entry so stick to the road.
- 2** **Shortcut**—as you come down the hill get to the left and take the shorter cobbled path to the left of the Imperial Hotel.



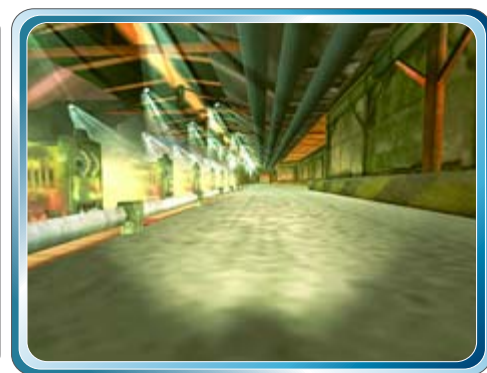


Terminal & 2nd



MAP KEY

- 1 Shortcut**—the foundry has an abundance of routes but the entry and exit to this site are very tight and take far too long to warrant using. Stay on the road.
- 2 Shortcut**—to your right is a small ramp which is not worth using.

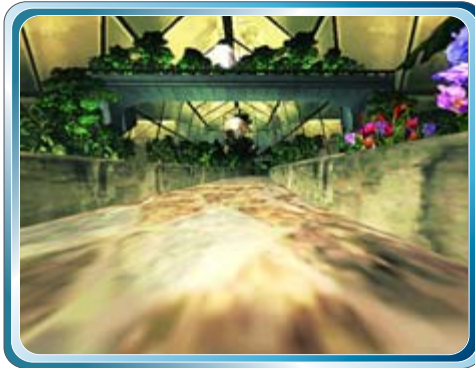


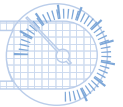
The Chief



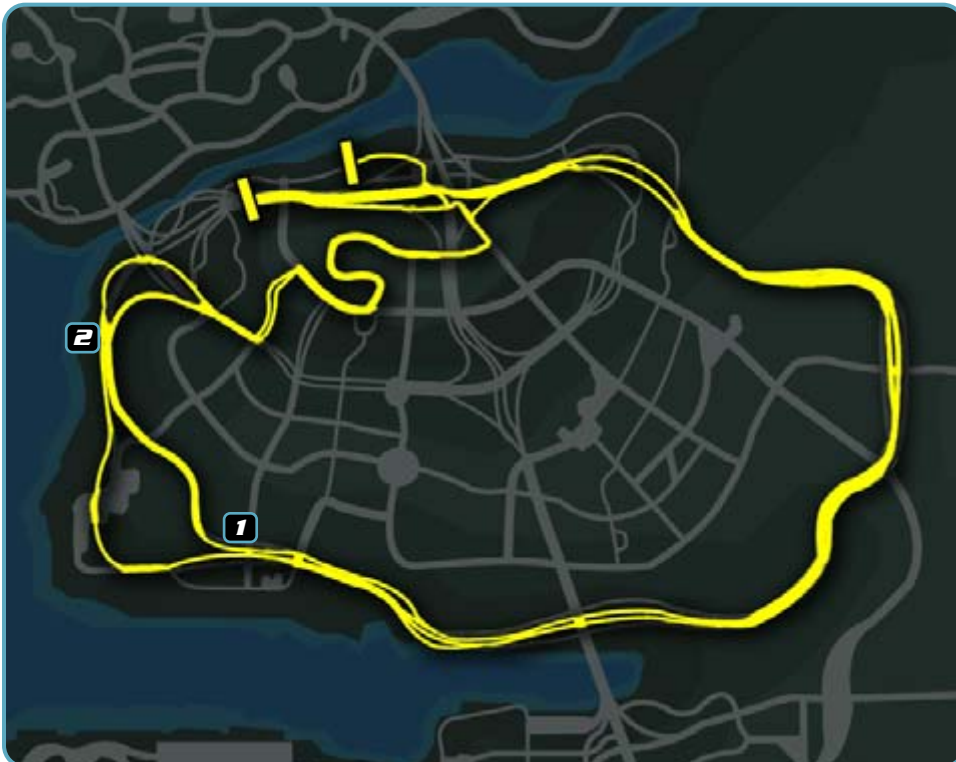
MAP KEY

- 1** **Shortcut**—keep an eye open for a small entrance on your right, which leads to a large glass building, and put your foot down. The doors will smash open and the walls will guide you back to the road, saving lots of time.
- 2** Cut the corner onto the cobbles. Watch out for the lamppost on the left.
- 3** Enter this with some speed to start that steep winding climb.



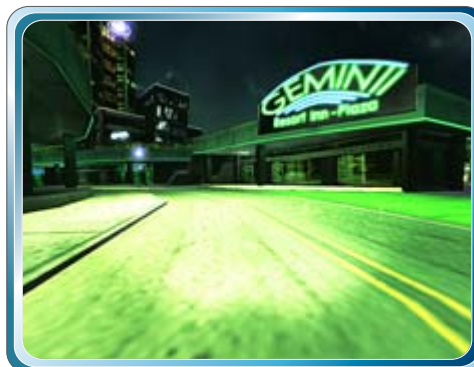
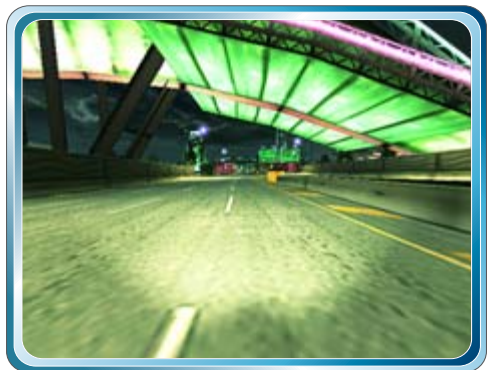


Upper Deck



MAP KEY

- 1** **Shortcut**—as you speed along the highway, stay to your right. Taking this road will save you a vast amount of time and keep you ahead of your competitors.
- 2** **Shortcut**—again, keep to the right and take the off ramp. This offers the quickest and best route back to the city.



Wall Center



MAP KEY

- 1 Shortcut**—there is a tight cobbled road to your left but entry and exit are very difficult so stay on the road.
- 2 Shortcut**—on your right is a cobbled alley which does eliminate a large portion of the track but the entry is tight and easily missed so you want to stay on the road.





Waste Management



MAP KEY

- 1 Shortcut**—heading towards the docks there will be an opening in the fence on your right. This provides a fast, straight line and eliminates the upcoming corner.
- 2 Shortcut**—look for the gas station on your right and take a tight line through the forecourt, while your competitors take the long route.
- 3 Shortcut**—when you enter the railway yard, try to find the line between the two rows of rail cars for the straightest line. Take caution as it is very dark through the yard.



CONCLUSION

You thought sprinting was tough, but wait until you get to Drag Racing. Point A to point B never came and went so fast. Flip to the next chapter to get a rundown on how to get ahead of the pack.

DRAG RACING



If you have a Need for Speed, this is truly the way to satiate your cravings. With ten fast tracks to blow your mind, race normally the first time then race them backwards to double your rush.

DRAG RACING TIPS

You need the cutting edge senses of a speed freak samurai to make it through some of these courses intact. Here's the lowdown on what to keep in mind when you're whipping up skirts at blistering speeds; perfect shifting, drafting, hang-time, and dodging traffic.

Perfect Shifting

Luckily, the perfect shift is more accessible than the Holy Grail, and this is really what you're striving for. Eventually you can grow to sense it, but for right now, in order to understand the correct timing to change gears, you must rely on your gauges and indicators.

Every vehicle has an ideal launch RPM rate based on the drive type:

- **FWD Vehicles**—the perfect shift off the line is just above 6000 RPM. Subsequent shifts are up near the redline and depend on the upgrades on your car at the time.
- **RWD Vehicles**—the perfect shift off the line is just above 6000 RPM. Subsequent shifts are up near the redline and depend on the upgrades on your car at the time.

- **AWD Vehicles**—the perfect shift is always just before the redline.



Be advised that the perfect shift is indicated when the tachometer needle turns green. This happens at different times for different vehicles depending on their modifications. When you hit the perfect shift, you also get a torque boost and are off the line faster. This, however, doesn't happen in other racing modes.



Watch the flag girl as she does her thing, but try to keep an eye on your tachometer. Before the race starts, keep your RPMs high. As you take off, you may put on a bit of a smoke show and notice that your RPMs are not moving much. As soon as your tires are warm and they grip the pavement, the car shoots forward. It is exactly that moment that you want to watch for your first shift out of first gear. The rest is easy.





Drafting

Drafting is a skill that one day will decide a race for you. When a race is tight, you can easily use drafting to give your car an extra boost and take off into the lead. As you drag better opponents, you will need to bust out this essential skill, but remember that these skilled opponents also draft off you!



In order to draft a car in front of you, you must be inside its slipstream, or the area of disturbance in the air created by the car ripping through it. The lead car does all the work by breaking wind resistance and making something of a smooth air pocket for some distance behind it. This smooth air pocket is what you want to take advantage of. Once inside the slipstream, your car has a bit more horsepower to give you as it's not doing as much work as the lead car. When you're close and ready, snap out from behind and speed past the lead car.

Dodging Traffic

Most of the tracks you rip through in Bayview have variable amounts of traffic present to throw a proverbial monkey wrench into otherwise cool running races. Some parts of certain tracks may not spawn vehicles at all; watch for this. Traffic seems to respond to racing vehicles differently and unpredictably. Anticipate some drivers pulling off to the side of the road when you approach at high speeds. They may not give any warning when they turn in front of you.



TIP .03.08.30

When being tailed closely by another racer, speed towards an oncoming car and try to block the view from behind. When you dodge out of the way at the last second, the racer behind you may not have seen the car and will be totaled by the impact with the traffic vehicle.

DRAFT RACE TUNING WITH MARC DE VELLIS

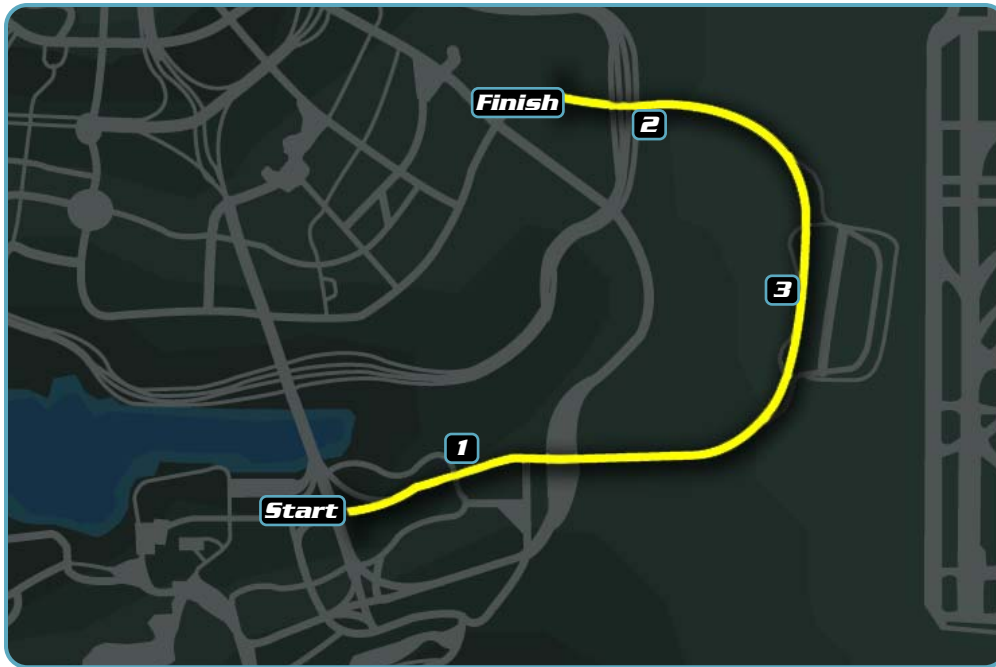
"Make sure that you hit a "Perfect Shift" off the start. This is crucial! I always use the analog stick to hover the RPMs in the green. This will give you a launch, and as long as you hit a couple of "Perfect and Good Shifts," you will be unbeatable. Also run soft front springs and shocks to allow maximum weight transfer to the rear wheels. If it is a short race, go for more torque in your Drive train, ECU and Turbo. If it is a longer race do the opposite."



DRAG TRACKS

You need some background info on the tracks you are going to blast through. Here's the 411 on the drag strips you will find around Bayview.

Airport Freeway



Notes

Track Length: 2.93 km

Description: This track starts in an industrial ghetto in Coal Harbour but soon heads up to the concrete expanse of the freeway just west of the Airport. The drag track is extremely fast on the freeway. This may sound exciting but at speeds exceeding 250Km/hour, any slight corner may hide a lurking catastrophe; sometimes in the form of a milk truck. Just be wary of any line of sight hidden by a corner. If there is variation in elevation, the risk is even greater.

MAP KEY

- 1** **Intersections**—don't worry about these intersections because there is no cross traffic to hinder your neck-breaking speed through this course.
- 2** **Overpass**—near the end of the track is a quick trip under an overpass. Watch out for the cement dividers.
- 3** **Main Freeway**—this is a fast and relatively straight section but watch carefully for the upcoming corners.

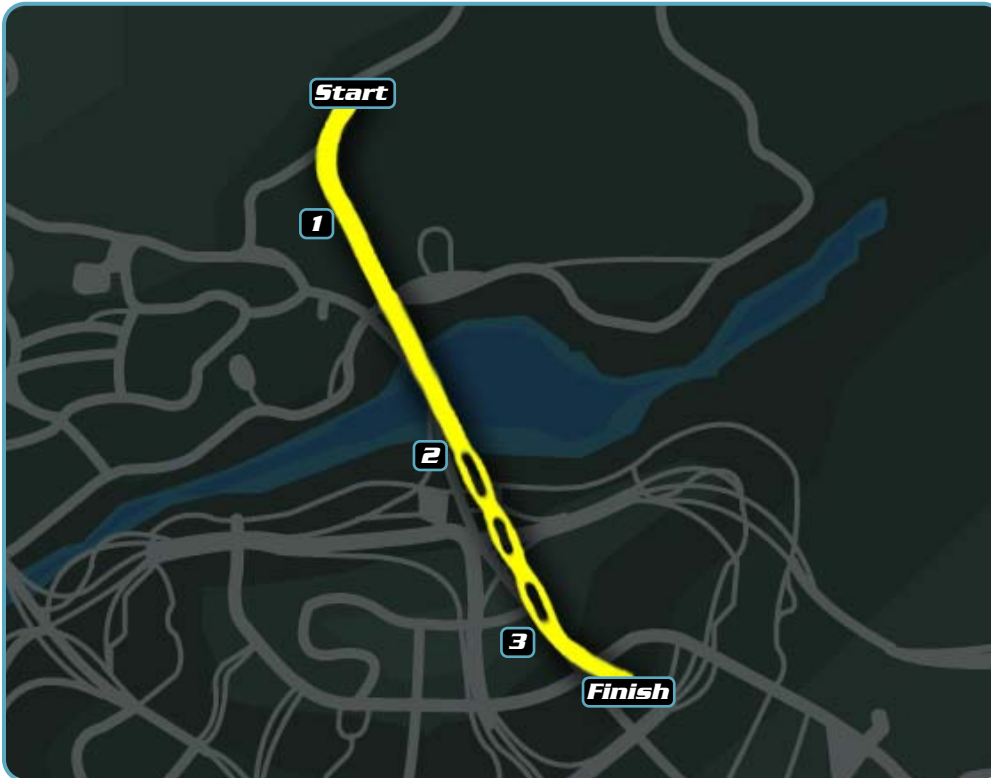


Watch the opponents to learn the track; chances are they will be more aware of obstacles and oncoming traffic ahead.





Bayview Bridge



Notes

Track Length: 2.26 km

Reverse: Most tracks are similar when racing in reverse, but here the traffic comes straight at you in any of the four lanes. With all the corners in the weaving section, this creates some spectacular crashes. You have your work cut out for you.



TIP .03.08.30

When racing this track forward, stick to the right lane ramp when you get to #2 on the map. This route seems to be a faster line.



MAP KEY

- 1 Tunnel**—head downhill on a slight grade through a short tunnel towards the bridge.
- 2 Split highway**—the left lanes split off at the meridian with all traffic going in the same direction. The separated four lanes then weave up and over each other.
- 3 Lane fusion**—the four lanes rejoin at this point in the final race for the finish.



Central Station



Notes

Track Length: 2.29 km

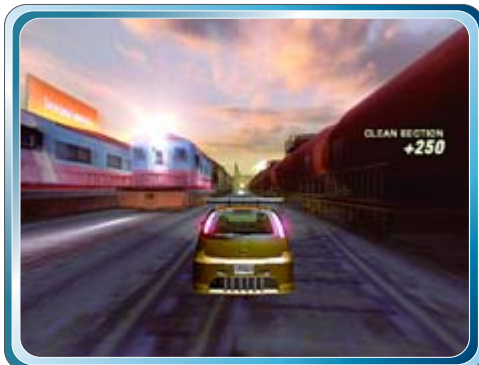
Train Yard: The rip along the train tracks is a perilous one. You must dodge back and forth between trains and make a few close calls through short railway tunnels. The fastest line is the straightest line, however, all lines in here are very straight. Just try to keep your lane switches to one or less; don't jump across the track needlessly as it simply increases the risk of crashes.

Tunnels: The railway tunnels on this track have three openings to choose from. They are all easily accessible from any of the racing lanes so there is no pressure to choose one or the other when ripping through here.



MAP KEY

- 1** Train Yard begins.
- 2** Tunnel 1.
- 3** Tunnel 2.
- 4** Crossing lines.

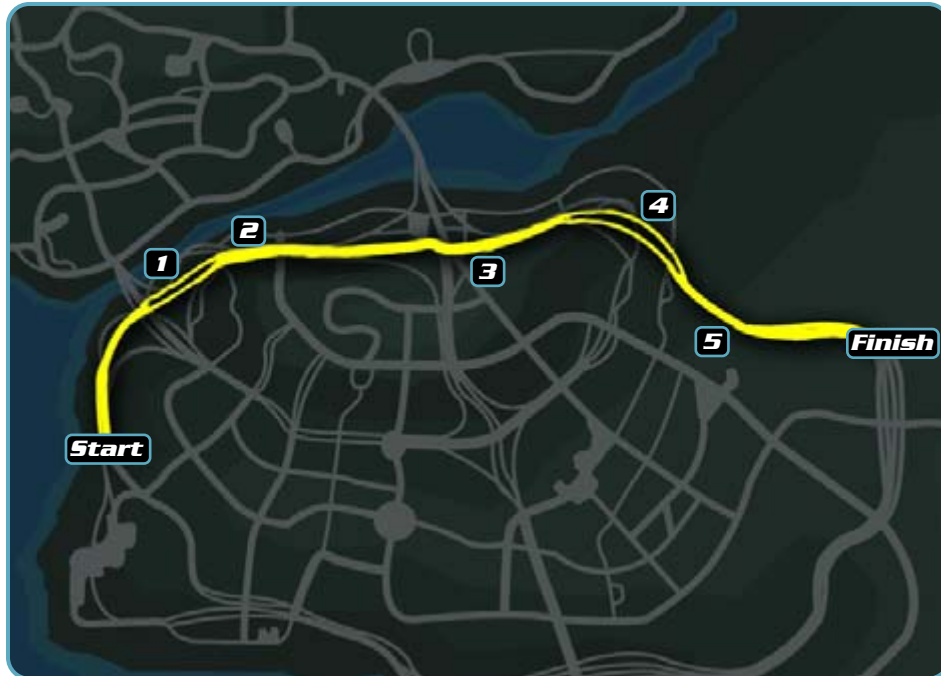


Train Yard: *The yard is quite similar to the organization of the Central Station drag track but the train configuration is slightly different. Use the same tactics here to pass through safely.*

Keep your eyes focused down the track; you are traveling at very high speeds and obstacles appear at the last second.



North Freeway



Notes

Track Length: 2.87 km

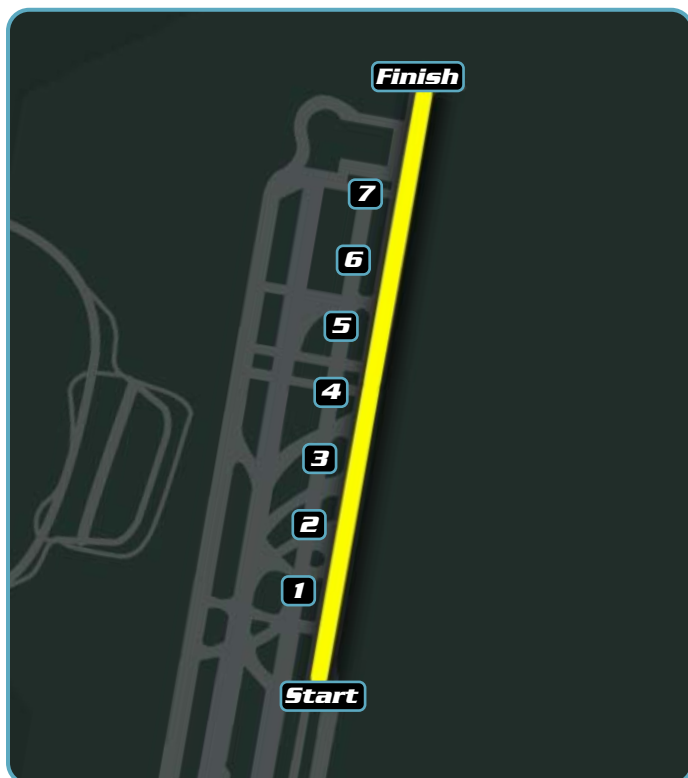
This quick track looks complicated but it's just three lanes in the same direction along the freeway. All of the off ramps veering off can be a distraction but just stick to the middle lane so there is the option of dodging out left or right and keep your eyes peeled. The five long, sweeping turns are lined by tall walls, so vision is limited. Approach them cautiously and just expect that you must dodge vehicles at the apex of the corner. Racing the track forward is easy enough, but reverse the traffic direction and it's chaos. Good luck!

MAP KEY

- 1** Corner 1
- 2** Corner 2
- 3** Corner 3
- 4** Corner 4
- 5** Corner 5



Runway 15



Notes

Track Length: 2.63 km

Meridian Splits: Ratios are used to symbolize how many lanes there are on either side of the meridian. For example, on a four lane highway with a middle 1:1 lane split, two lanes in the middle of the highway would be blocked off with only the two remaining lanes on the either side available for travel.

Broken Tarmac: It doesn't seem to adversely affect car performance. However, the rapid change from asphalt to open dirt can throw off some inexperienced drivers just in the way the car moves and changes angles.

Obstacles: "Smackables," such as road construction signs, slow your car down slightly when hit but not enough to make much of a difference.



TIP .03.08.30

Timing is everything! Focus on trying to get the "Perfect Shift" for each gear to achieve the peerless performance.

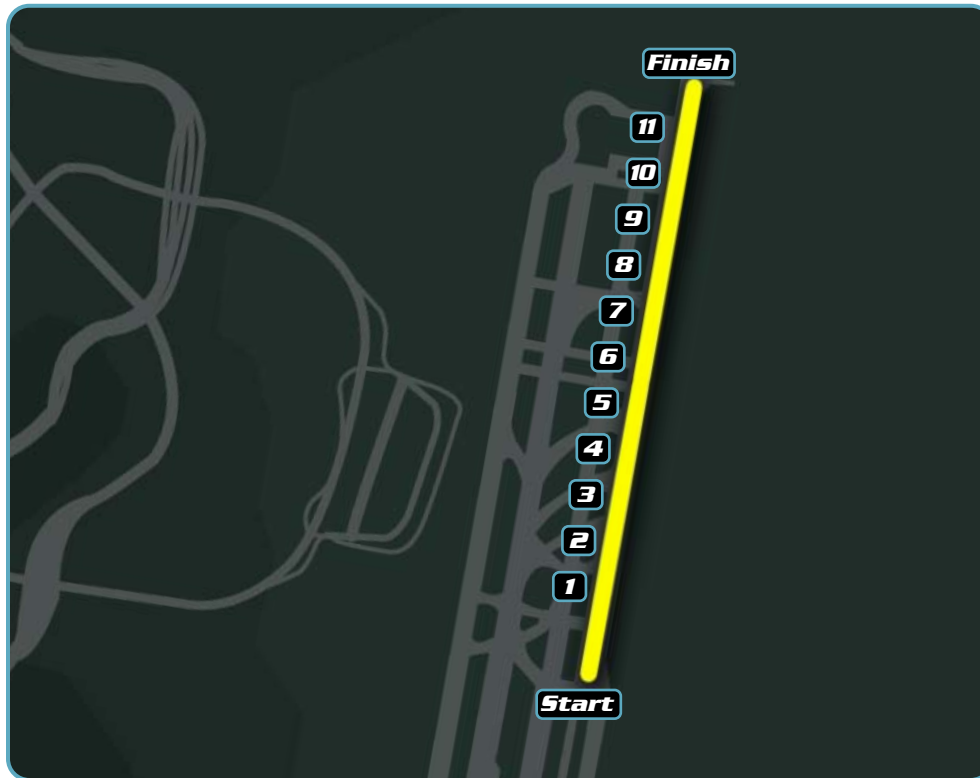


MAP KEY

- 1** Left broken tarmac (short section)
- 2** Left narrowing (short section)
- 3** Left 1:2 lane meridian split (short section)
- 4** Broken tarmac (full width of track under pipes)
- 5** Middle 1:1 meridian split (short section)
- 6** Right narrowing (short section)
- 7** Right broken tarmac (short section)



Runway 9



Notes

Track Length: 2.65 km

Track Complexity: *There is a lot of action and many hazards on this drag track. Pay most of your attention to the lane widths and meridians. The broken tarmac is something of an incidental concern. At high speeds, those short sections of broken tarmac are not under your car for enough time to affect performance.*

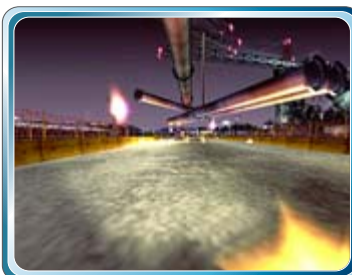


TIP 03.08.30

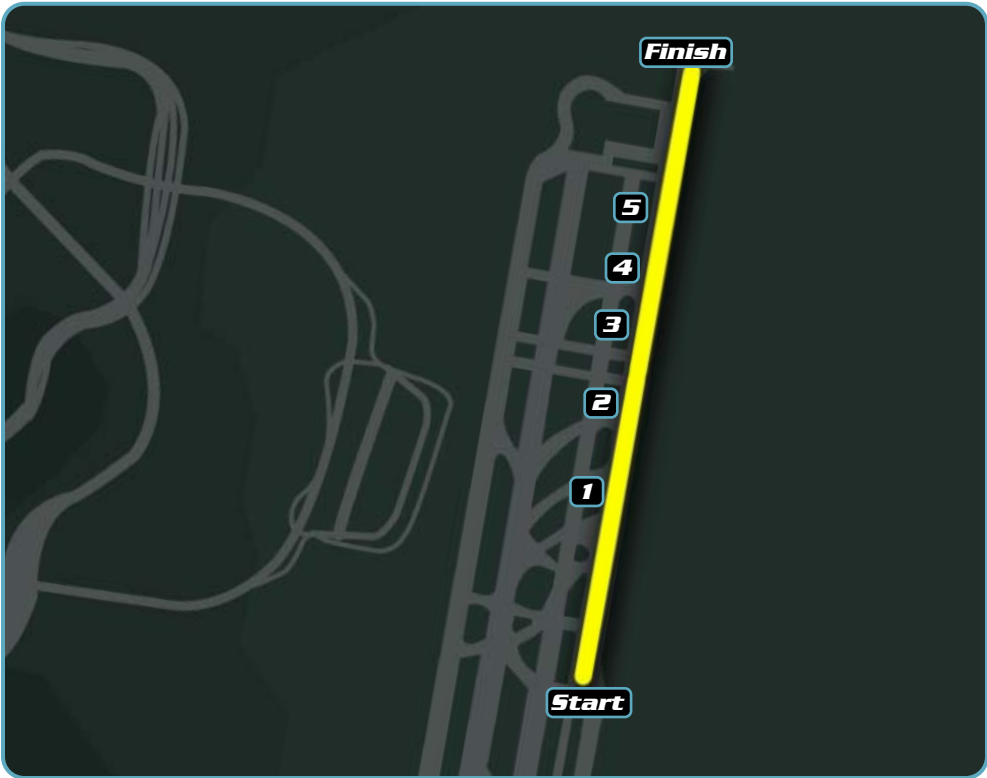
When behind an opponent, draft for a bit to build up nitrous, and when the time is right, make a move.



- 1** Right broken tarmac (short section)
- 2** Left broken tarmac (short section)
- 3** Left narrowing (short section)
- 4** Middle broken tarmac (short section)
- 5** Left 1:2 lane meridian split (short section; middle right-hand lane is broken tarmac)
- 6** Right narrowing (short section)
- 7** Full width broken tarmac (watch for the pipes overhead)
- 8** Middle 1:1 lane split (short section; left lane is broken tarmac)
- 9** Left broken tarmac
- 10** Right narrowing
- 11** Right broken tarmac (long section; underneath the two large pipes overhead)



South Runway



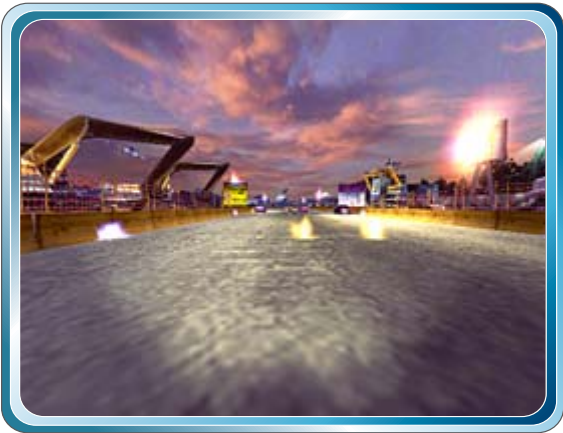
Notes

Track Length: 2.63 km

Track Complexity: This is the most user-friendly airport drag track in the game. It has the least amount of hazards of the three and no sections of broken tarmac to throw you off.

TIP 03.08.30

It is better to over rev your engine than under rev your engine off the line.



MAP KEY

- 1 Left narrowing (short section)
- 2 Left 1:2 lane meridian split (short section)
- 3 Right narrowing (short section)
- 4 Middle 1:1 lane split (short section)
- 5 Right narrowing (long section)



Switching Yard



Notes

Track Length: 2.63 km

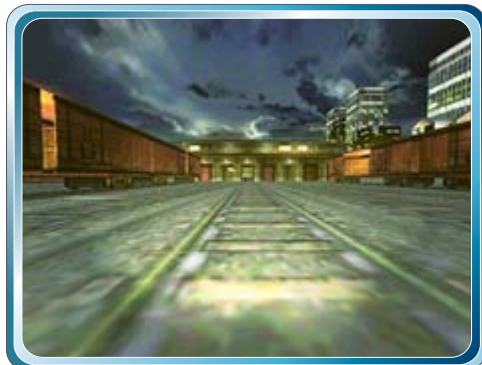
Train Yard: Again, this track has a slightly different train configuration. There are more train sections here but they are shorter than the other courses so you must do a bit more weaving. This is the most challenging of the rail yard drag tracks.

Tunnels: The rail tunnel sections only have two openings now. On the approach, keep in mind that you must keep within one lane change of the tunnels to avoid having to move too far, too fast. Keep your line as close to the center of the rail yard as possible on the approach to the two tunnels for the best options.

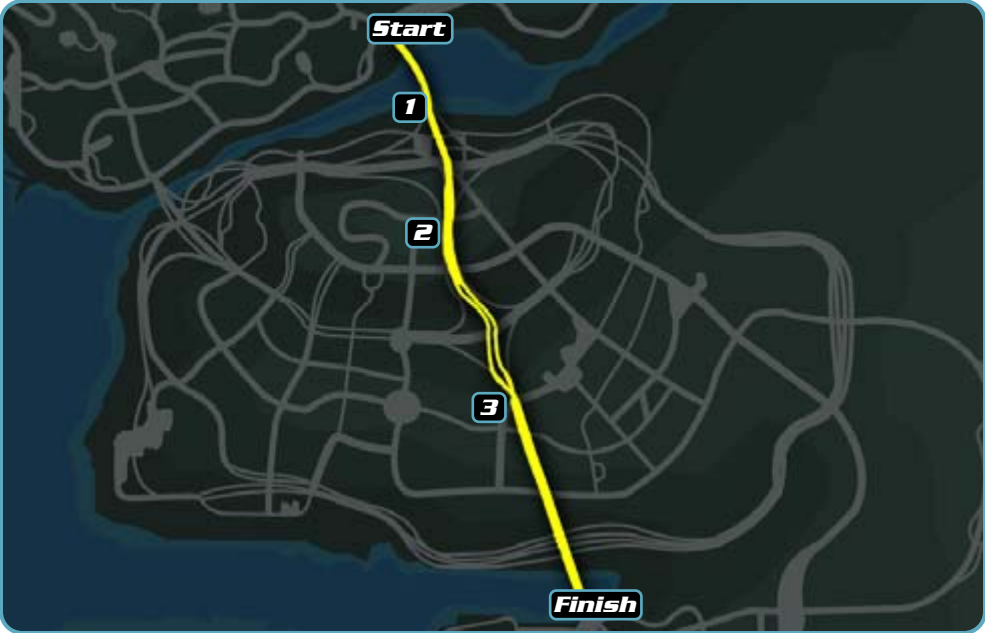


MAP KEY

- 1** Train Yard begins
- 2** Tunnel 1
- 3** Tunnel 2
- 4** Crossing lines



Tunnel Construction



Notes

Track Length: 2.15 km

Track Complexity: *This drag track starts at the Bayview Bridge and rips along a few fast sections in and out of tunnels and down a fast urban avenue through town. The physical alignment is not extremely challenging but the slight changes in elevation can easily hide vehicles. Stick to the safety of middle ground (where applicable) so that you can move from side to side with relative ease, rather than being up against a wall with only one direction to move in.*



MAP KEY

- 1** Middle meridian
- 2** Four lanes and tunnel entry
- 3** Tunnel (short section)



TIP .03.08.30

Use nitrous in between shifts from second gear up, to give your car that added boost.



CONCLUSION

Now that you've had the chance to play around and prove your mettle in the drag racing underground arenas, turn to the next section to learn about Drift Racing. There are a lot of tricks and style involved in learning this racing technique, so you'd better get started.

DRIFT RACING



In Drift racing there isn't one solid winning strategy or principle aside from INSANE DRIFTS = INSANE POINTS. The hottest racers on these courses have the best timing, know how their cars perform, and have memorized each corner of each track to its smallest detail. There are no ideal lines through these courses as the variables of car, drive train type, speed, timing, and foresight all affect the lines here. How you score is really up to you.

DRIFT RACING TIPS

Drift racing is exciting, no doubt about it. Some of the tracks may seem tame enough, but when you're constantly spinning your tires and sliding with phat style, it's a pure adrenaline game. Steel wool won't even get the grin off your face! There is certain information that will help you in your efforts to score points:

- **Feint Turns**—use a short, shallow turn in the opposite direction just before moving into a corner. This technique seems like a deke or feint but it actually helps put the car into a spin while allowing you to maintain your speed. Rally drivers commonly use feint turns in their races when speed is key.
- **Memorize each corner of every track.** The only way to perfect your timing is with a healthy dose of foresight.
- **Remember there is a time limit,** so don't slack on these courses or you get stuck with the score you have when the time runs out.
- **With long, fast drifts,** you earn more points than short, slow ones. Go big or go home!

- With faster cars, start your drifts earlier or you end up consistently hitting the far guardrail.
- Slide into the corner rather than starting your slide during the corner.
- AWD cars drift the best of all the cars. Use your e-brake only slightly to start the slide, then hit the gas hard and all four wheels will get you through the corner nicely.
- RWD cars are a little touchy to drift, as using too much gas during a corner can easily force you into an uncontrolled spin (or oversteer). There is a fine balance with these cars; learn to identify and hold the drift at the threshold between too much slide and too little speed.
- FWD cars take a bit of effort to get the back end to slide out and force the car into a drift. Tap the e-brake quickly to kick out the rear end and keep on the gas all the way through the corner.
- The bonus multiplier is a temporary benefit. Crashing into a wall or slowing down will reduce your bonuses. It pays to be cautious sometimes to maintain a high multiplier.
- Use the bonus zone as much as possible. If you can start a slide in the inside zone of a corner and continue through to the outside zone of the following corner, you'll maximize your time and get extra style points.

DRIFT POINTS

| <i>Drift Category</i> | <i>Points Awarded</i> |
|-----------------------|-----------------------|
| Good Drift | 1000 |
| Great Drift | 3000 |
| Superb Drift | 7000 |
| Colossal Drift | 15,000 |
| Outrageous Drift | 20,000 |
| Insane Drift | 50,000 |
| Drift King | 100,000 |

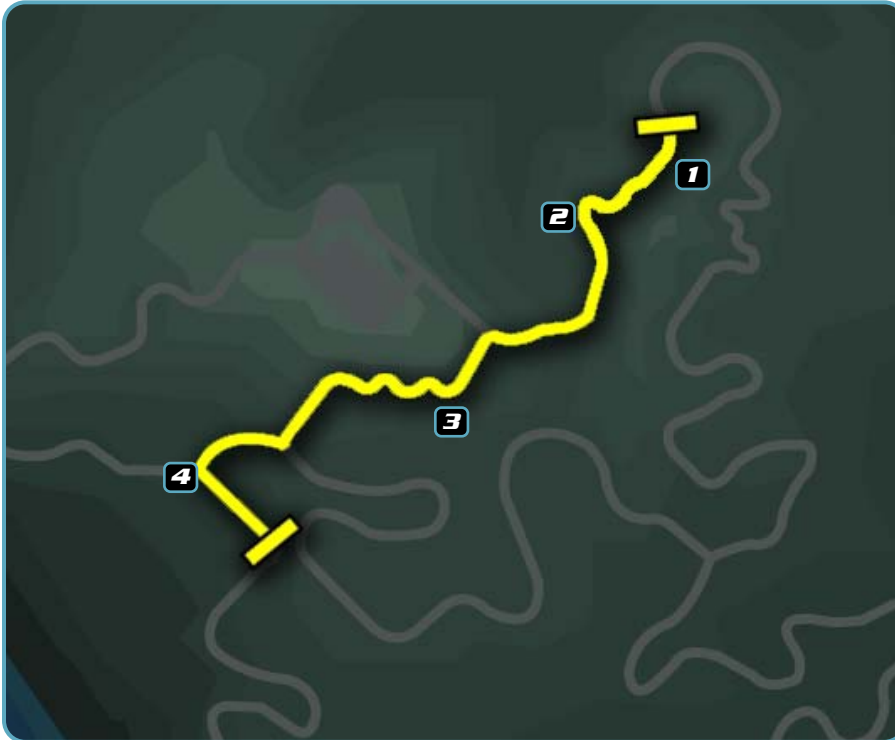
DRIFT RACE TUNING WITH MARC DE VELLIS

"If you want your car to drift, stiffen up your rear springs, shocks, and sway bar. Decrease your rear tire grip and increase front tire grip. Add rear brake bias and increase front camber to max. Also try to decrease your rear aero and add front aero. Working towards too much front grip will cause you to spin, so start in small increments and make sure you blend all of these changes one at a time."



DRIFT TRACKS

Capilano Heights



MAP KEY

- 1** Short S-Curve section—increase your combo multiplier here.
- 2** Big corner—use the previous section to increase the multiplier, then bang out a big slide here for sick points.
- 3** Longer S-Curve section.
- 4** Big corner—ensure your multiplier is huge when you hit this corner.



NOTE .00.23

This is your basic downhill drift course along the mountain roads. Capilano Heights is a series of fairly forgiving corners, with a couple of big corners you can use to pull off insane drifts once your multiplier is amped up.



City Lights



MAP KEY

- 1** Everything above this point is the same as the Powerline drift track.
- 2** Mansion driveway—set up your combos so you can speed into this wide area. Your points should tally exponentially.



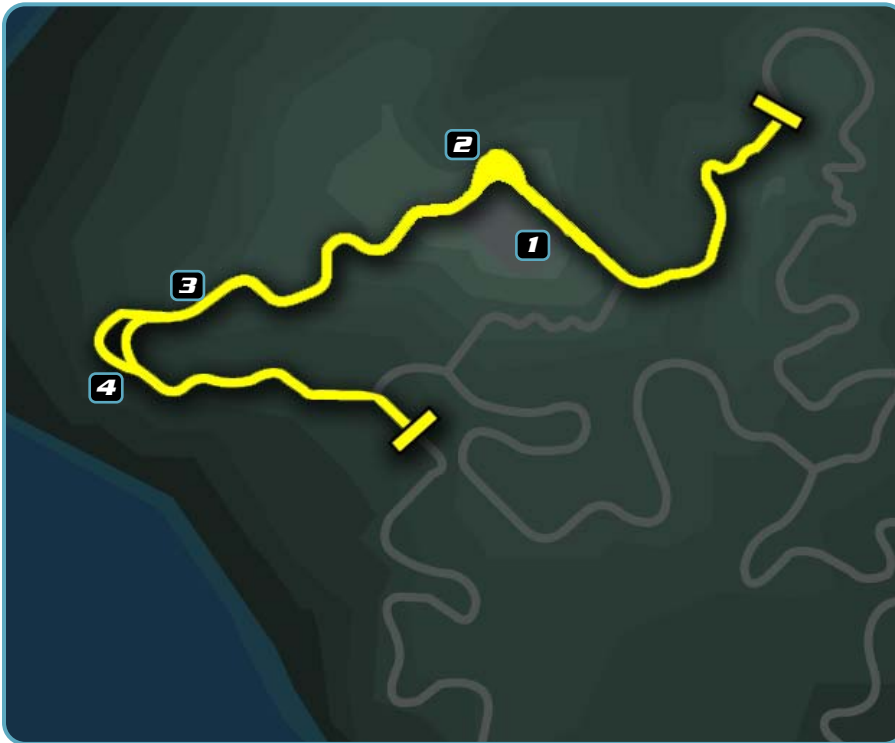
TIP .03.08.30

During a downhill drift, you get big bonus points for drifting near traffic cars without hitting them.





Hillside Manor



MAP KEY

- 1** Straight stretch—it can be hard to get your slides fast enough to raise your multiplier without hitting the rail. Use just the latter part of the stretch closer to the exit at the Observatory to keep your bonus up.
- 2** Observatory parking lot—end your massive slide here for phat props.
- 3** Easy corners—use them to raise your bonus multiplier en route to Hillside Manor.
- 4** Hillside Manor—raise the stakes here in the wide parking lot with a drift that earns some sick points.



TIP .03.08.30

If you're a pro drifter, you can pull off a phat combo slide that ends at Hillside Manor for an earth-shattering XXX drift worth over 100,000 points.



Hollyburn Ridge



MAP KEY

- 1** Shallow S-Curves.
- 2** Big downhill corner—watch for the tennis courts on the left. You can score a big drift here but plan accordingly; it's far too easy to get too much speed on the approach.
- 3** Deep corner—this corner switches back at a steep angle. Don't go in too fast.
- 4** Shop District—Watch for more vehicles here.



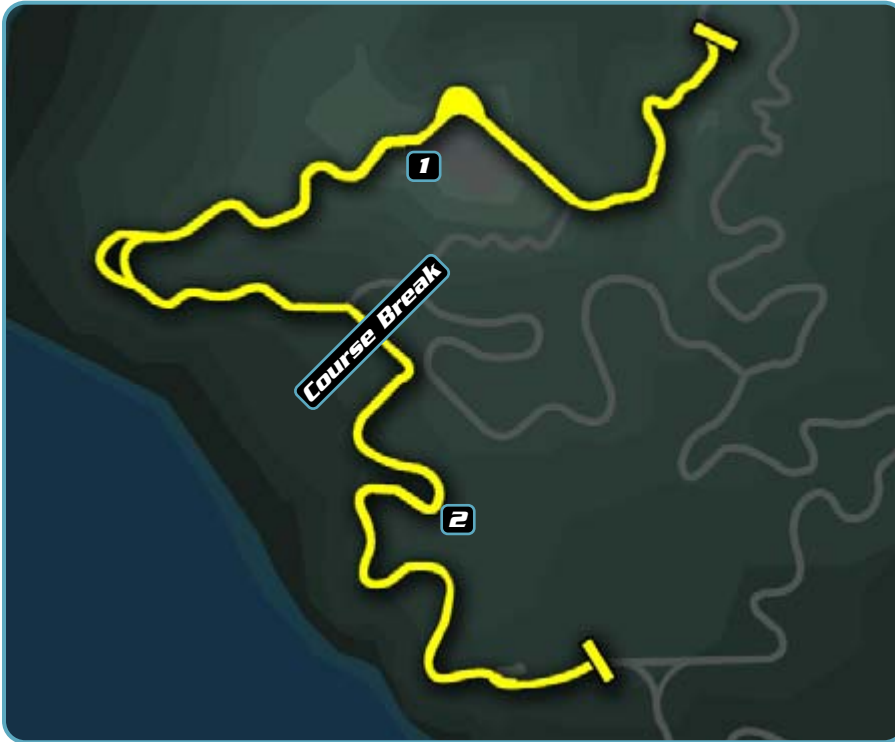
TIP .03.08.30

Plan each drift on organic tracks to take into account the direction of traffic. Drifting on the outside lane is risky because of the likelihood of oncoming traffic.





Lighthouse



MAP KEY

- 1** Hillside Manor section
- 2** Hollyburn Ridge section

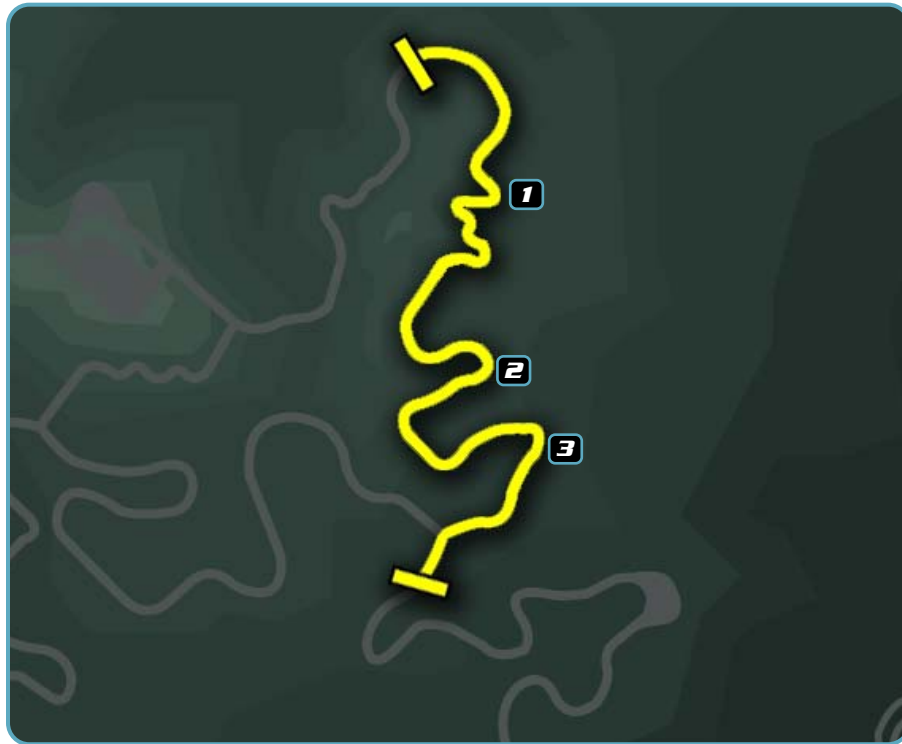


NOTE .00.23

This drift track is a direct combination of Hillside Manor and Hollyburn Ridge. Race it like you would the other two and you're golden.



Powerline



MAP KEY

- 1** Point Corner 1
- 2** Point Corner 2
- 3** Huge Point Corner



TIP .03.08.30

Before you hit the big point corners, make sure your combo multiplier is at least X3 to rack up some big scores.





Parkade Drift 1



The first parkade track is pretty straightforward. It's got a small selection of turns that don't present too much of a challenge, so use it to really focus on transitioning between different corner types. For example, use the S-curve set to try and set up at a proper angle to come into the hairpin without oversteering and hitting the back wall.



Parkade Drift 2



Any way you look at it, this second drift track in the parkade has some obvious technical challenges, specifically in the form of five huge corners. The three hairpins have fast entries so take the practice while you can. The wide roundabout near the starting line is a great place to work on your large radius sweeping slides. The full circle corner is a tough one. Start on the outside of the turn and move towards the center once you start your slide. This helps keep you from entering on too steep an angle and hitting the back wall.

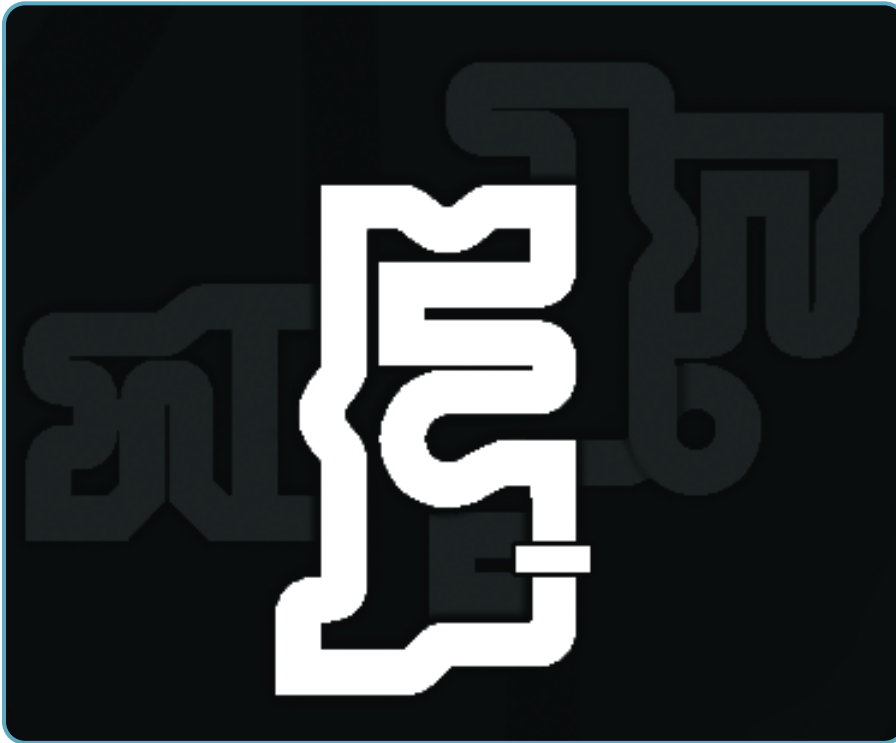


More tire grip generally means better performance. In some races, however, you might actually benefit from putting worse tires on your car so they slide more easily.





Parkade Drift 3



This third track in the parkade offers a slightly different kind of challenge. The long, straight stretch kinked in the middle by a shallow corner is a sweet spot to work on your controlled linking skills for massive combination points. Practice linking fast and shallow radius-controlled slides back and forth along the straight stretch while keeping your speed up, then finish the combo at the big corner on the end. The rest of the course should be now be child's play for a pro like you.



TIP .03.08.30

Let off the throttle and crank the wheel during a corner to start your drift.





Parkade Drift 4



This is a fast course, period. You're going to have white knuckles as you try to control your slides while simultaneously wanting to stomp on the accelerator. There are several quick sections on this track, especially the top straight section where you must focus on keeping your speed down to a manageable level. The ends of the straight stretch are where you hit the wall most because of the immediate layout that promotes full-out speed. Most racers let their speed overtake their skills here, so keep it modest if you want to come out at the end of the corner with the points.



TIP .03.08.30

The higher your speed and angle of drift, the more points you score.





Parkade Drift 5



So you're working your way up through the drift tracks and you think you're bomb. Well, the fifth parkade drift is no Sunday stroll, dawg. There are some phat combos to be busting out here but you must give proper respect to the long section on the right side of the track that links seven huge corners of different alignments, including both square and round hairpins of varying lengths. If you can link a combo through this entire section, no one can stop you in the drift circuits.



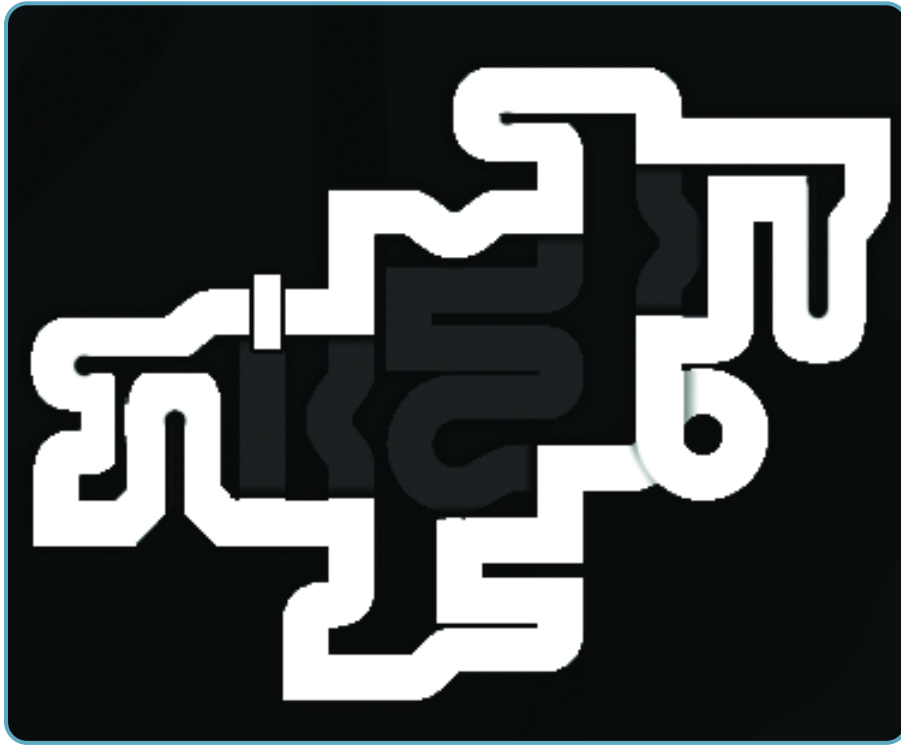
TIP .03.08.30

Slide in the marked bonus zones to send your drift scores off the charts.





Parkade Drift 6



You're on top of the drifting circuit if you've made it this far but this is one course for the books. The sixth track in the parkade is a sick collection of corners to turn even the most hardened drifting pro green around the gills. There are tons of combos to be busted out here, it's really just up to you to pick the line and put on the smoke show. This course is made up of previous tracks in the parkade and there really is something here for everyone. But you're not everyone so get out there and embarrass them with your unbeatable drifting style.





Stadium Drift 1

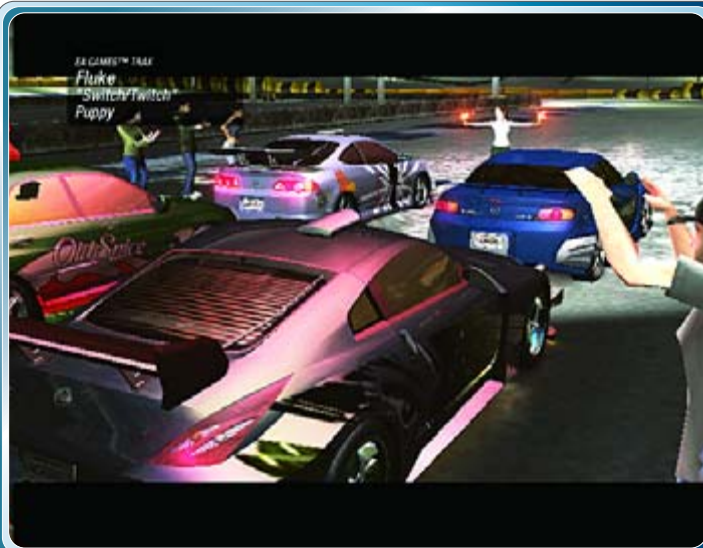


This drift course is your basic oval, designed to give you a feel for the different surface on which you'll be earning some sick style points. With the regular-length straights and standard radius corners, this track will allow you to practice your slides with relative consistency.



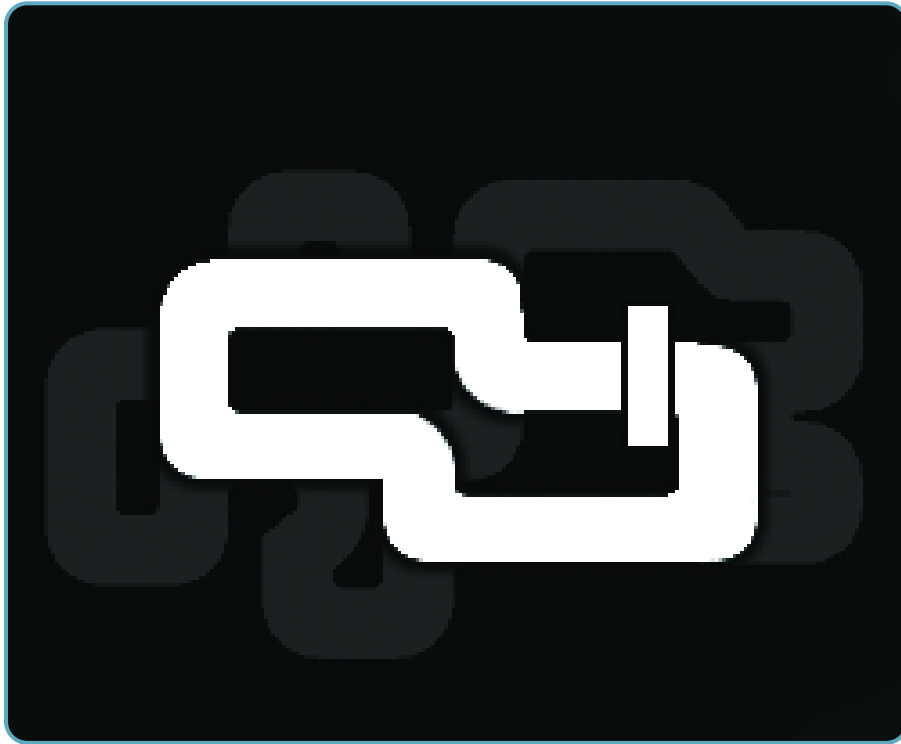
TIP .03.08.30

Car selection is the key. All wheel drive, rear wheel drive, and front wheel drive all handle differently. Also, smaller cars handle better on tight tracks.





Stadium Drift 2



Here is an introduction to S-Curves. Learning the right timing to effectively link slides from side to side is critical. There is a link time limit so switch to the other side as soon as possible or you'll lose the linking effect and the associated bonuses.



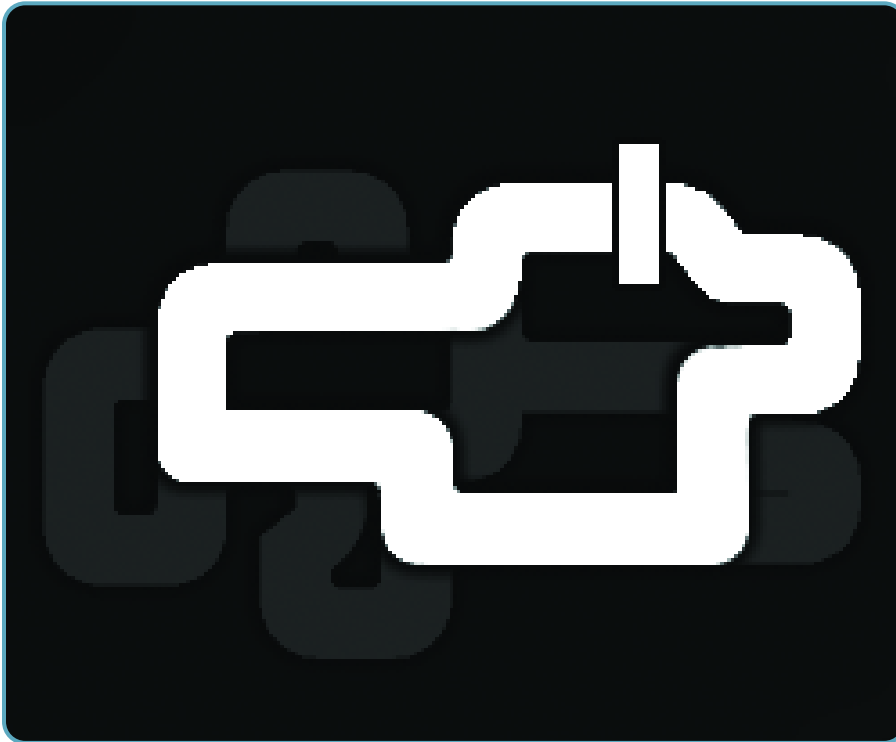
TIP .03.08.30

Score the highest points in Drift races by drifting on the white bonus areas on the edge of the track. Be careful not to hit the walls or you will lose all drift points.





Stadium Drift 3

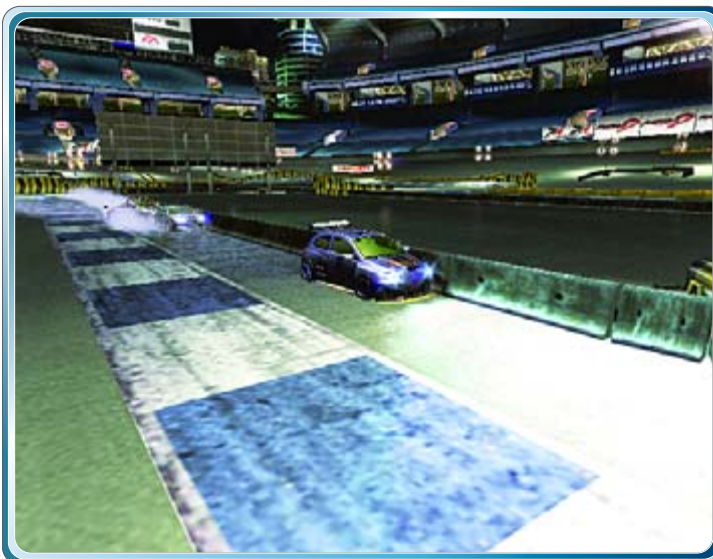


This drift track is slightly more challenging than the second stadium drift track. With one extra section thrown into the mix, you gain more speed and learn to put together combos before hitting the big point corners.

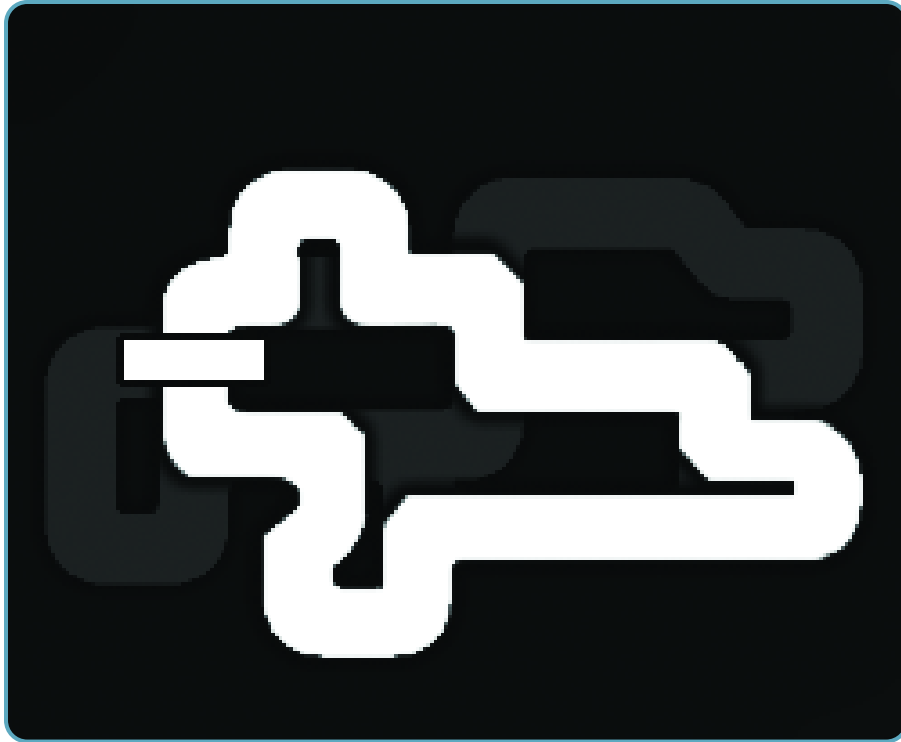


TIP .03.08.30

When losing control, let off the gas and steer into the spin. This will lessen the length of the drift.



Stadium Drift 4



This is the track to use when practicing your linking skills. The long series of stepped turns allows you to maintain speed and hone your timing and switching from slide into slide to draw out as many points from a combination as possible.



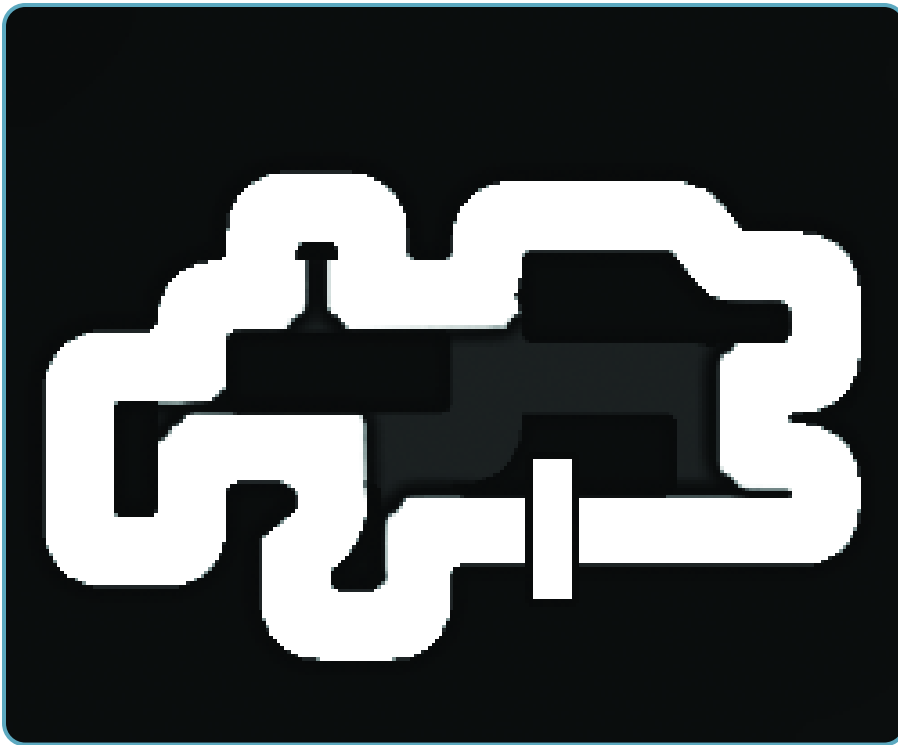
CAUTION.00

There is a time limit on an indoor drift track so just keep going!





Stadium Drift 5



This is the most complicated of the stadium drift courses. It's got a great selection of technical turns to challenge even the pro drifters. Use the limited straight stretches to get your speed up. You should be able to link six sick slides together with some good old-fashioned practice.



CONCLUSION

Now that you've had the chance to play around and prove your mettle in the Drift racing arenas, turn to the next section to learn about Street X. This is where the adrenaline gets turned up tenfold so bust out your ice-cold skills and stainless steel nerves. Get moving!

STREET X RACING



Street X is like a destruction derby at 50 mph. With the short courses and limited straights, it's hard to get your speed up. You must hone your technical braking and cornering skills to come out on top in the fast paced world of Street X.

STREET X TUNING WITH MARC DE VELLIS

"Don't leave the door open for other racers to pass. If you get the lead, protect it by running your car in the middle of the road. The best place to pass or be passed is in the braking zones, so stay sharp. Lower the front of your car and raise the rear. This will give you more front grip and better rotation. Put your Steering Ratio to max and add maximum front aero. Add rear brake bias to rotate the car and adjust your ECU, Drive train, and Turbo for maximum torque. Adjust your Nitrous for quick short bursts and keep your foot planted!"



TIP .03.08.30

Street X races are held on tight, technical tracks. The short length and tight confines of the courses mean that the best way to win is to be out in front of the pack. Don't be afraid to trade some paint to cross the finish line in first place.

STREET X TRACKS

Industrial Park Track 1



This Street X track is all about diversity; there are a whole host of corner types here. You must straight line as much as you can between multiple apexes. This course is about cutting the angles completely off the smaller corners and driving straight to the major apexes of the big corners.



TIP .03.08.30

Keep control of your turns. Brake early just before the turn, start your turn, and then accelerate mid-way through.





Industrial Park Track 2



Here's your introduction to S-curves. Hit these corners fast and straight from outside corner to outside corner, aiming for the apexes in the middle. When executed properly, you keep running at full speed.



TIP .03.08.30

Learn to corner well to have success in Street X races. Cars with good handling will fare the best on these tight, technical courses.



Industrial Park Track 3



Hairpin corners make for some interesting race dynamics; they can make or break you on the track. You must avoid sliding (either oversteer or understeer) on these corners or you lose valuable seconds on the exit.



TIP .03.08.30

Refer to Chapter 1: Gameplay to refresh yourself on the effects of understeer and oversteer and how they can affect your track time, your racing performance, and your control of the car.





Industrial Park Track 4



The fourth Street X track is a good mix of corner types with some fast sections, and a slight change in elevation added in for good measure.

Good timing and straight line between apexes can get you through the S-curves with little trouble.



TIP .03.08.30

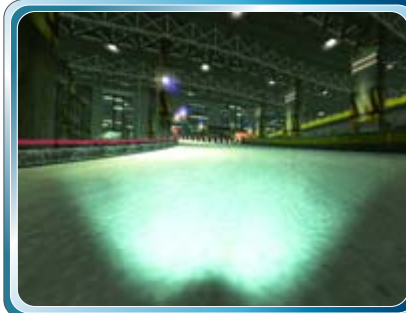
Try and gain the lead as early as possible. It's easier to keep than gain.



Parkade Track 1



For this course, the changes in elevation make the uphill hairpin turns a new challenge. Perfect your braking skills going into the corners to make the most of these tight situations and take full advantage of the longer straight sections with full throttle and hard acceleration.



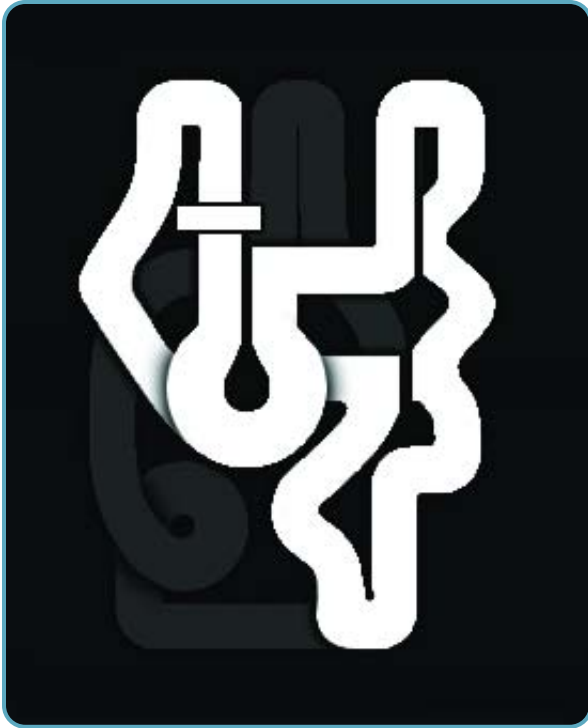
TIP .03.08.30

Be aggressive. They are going to bump you so don't be afraid to bump back.

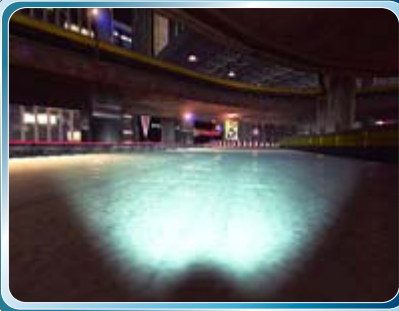




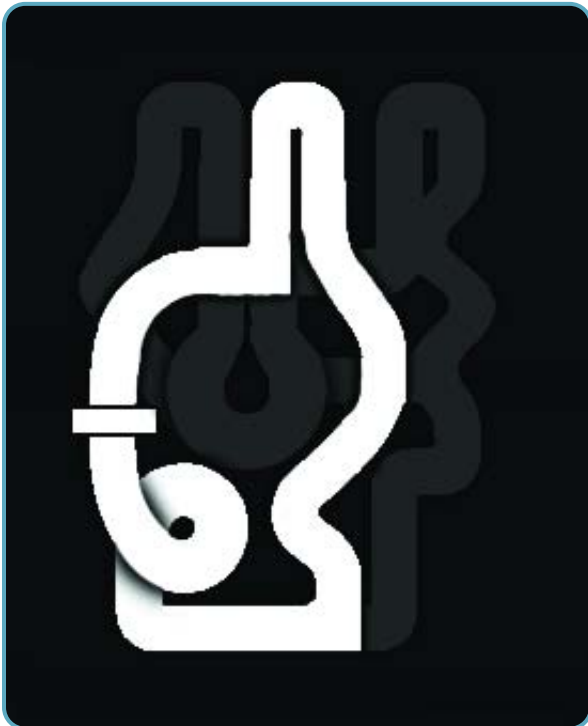
Parkade Track 2



This track has a series of S-curves leading into an uphill circular corner that provides quite a challenge for your technical cornering skills. On the circular corner, enter from the outside and cut around the inside of the corner for the best exit. This is a more than 180 degree hairpin, so definitely watch your speed on the entry. If you're too fast, you'll most likely understeer your car into the wall.



Parkade Track 3

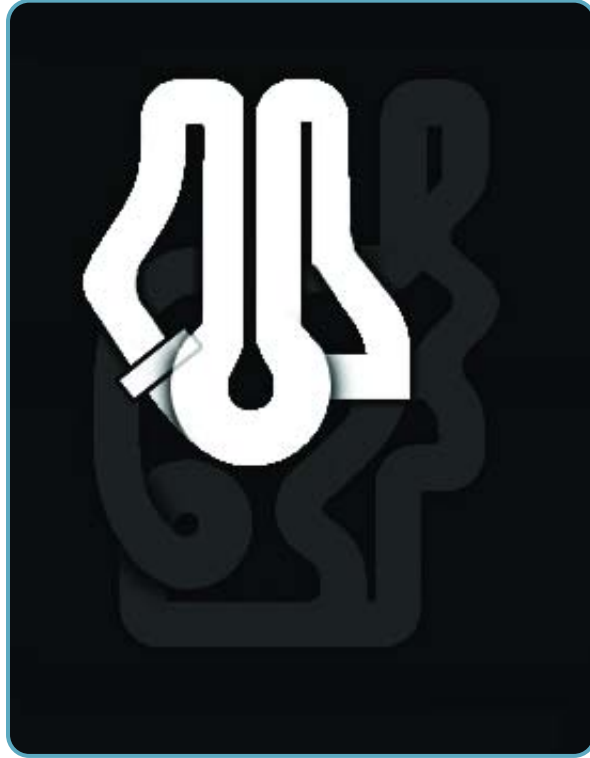


Long sweeping shallow angles make for great high speed passing, overtaking, or simply for putting a few more seconds between you and any pursuing cars. There is a rare opportunity on this track to reach higher top speeds. Beware of a hairpin corner between the two fast stretches. The faster you go, the better your braking skills need to be. Brake in a straight line prior to the hairpin and hit the gas when you're past the apex and accelerate out.





Parkade Track 4



A couple of high speed turns and several hairpins make Parkade Track 4 difficult to establish a good rhythm. As this is the last of the Street X tracks, you want to make a good mark on the scene. Some of the

track's corners are spaced out, allowing for more speed. Perfect timing is required for the corners and a floored (but smoothly applied) accelerator is a prerequisite for pulling off a win here. Here's where the talent pays off. The track's centerpiece is a tight circular corner that frustrates even the hottest Street X drivers with its tricky late apex.



STREET X TUNING

When tuning your car for these quick technical races, adjust your gear ratios to increase your acceleration. You don't get a chance here to get to top speed, so focus on quick pickup and torque. Refer to Chapter 2 for how to tweak your ride for maximum effectiveness on the streets.



Blocking is an essential skill, especially in Street X, where cars can come up quickly from behind. This is one race style where your rear view mirror comes in handy. Watch the traffic behind you and if you're working through a tough corner, make sure the guy behind you doesn't get the jump on you. When anyone tries to pass, swerve out in front and stop them in their tracks.



Pay attention to the map! The better you know these short, technical courses, the quicker you can react.



Use a car with good acceleration and handling to deal with the speed loss from corners and the short turns.

CONCLUSION

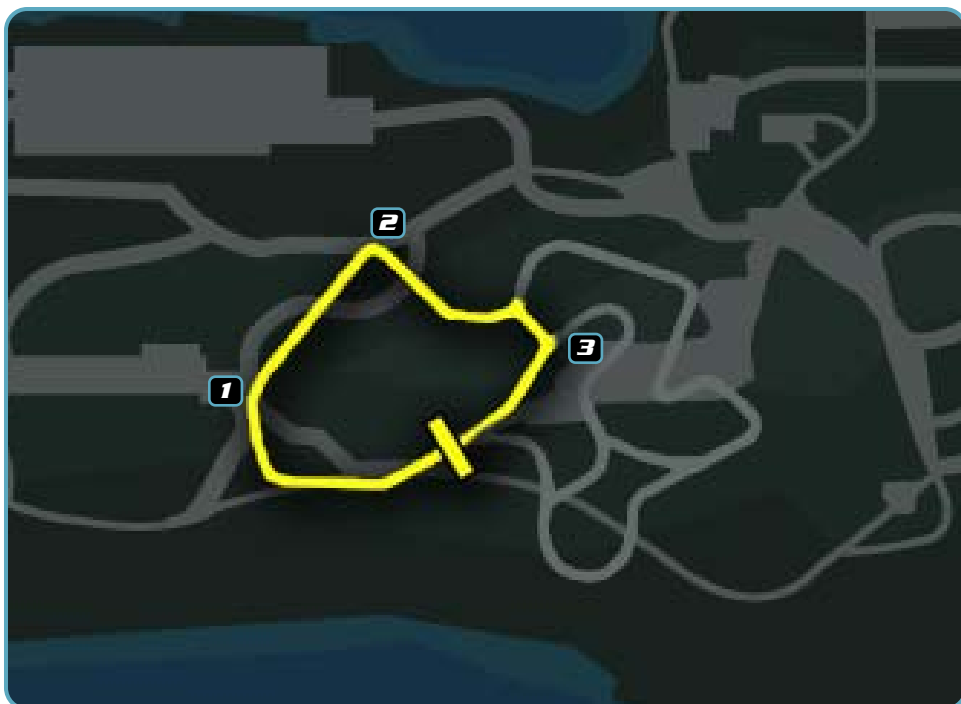
So you've mastered the Street X scene, have you? Well then, turn to the next section to learn how to get an edge in the Underground Racing League; only the best are invited to these events! Move it!

UNDERGROUND RACING LEAGUE

This is it, the big show. You must earn your way into these exclusive events and the only way to do that is with phat style and huge reputation. These tracks will open up once you've paid your dues.

URL TRACKS

Bayview Speedway Track 1



MAP KEY

- 1 Uphill Section**—two small gains in elevation equal hangtime at 200mph. Keep your nose straight here or you're off into the wall.
- 2 Hard Right**—this cornering is a downhill bank that leads into a quick chicane.
- 3 Hard Right**—set up a sweet line for the approach to the finish/start line straight-away.



This is a short, tight track with some elevation changes. Get out front as quick as you can.



CAUTION.00

Stay off the grass; it will slow you down.



Bayview Speedway Track 2



MAP KEY

- 1** Hard Left.
- 2** Sweeping Circular Corner—this turn leads into a gradual drop.
- 3** Hairpin—this is a hard left turn.

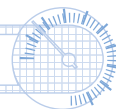
HIGH PERFORMANCE TIPS BY MARC DE VELLIS

"A quick fix to maximize your car's performance and increase your lap time is to run your car as low as possible. This creates a stable platform that will allow you to negotiate corners easier. Also, try to add as much down force as possible without losing the car's balance. Once you lower the car and add the down force, fine-tune your settings to your distinctive driving style. Try to minimize high-speed push that scrubs off speed and momentum and always focus on applying early full throttle through the apex."



This is a moderately technical course requiring some technical braking. You need to make full use of the best racing lines to stay in front of the pack.





Bayview Speedway Track 3



MAP KEY

- 1** Hangtime.
- 2** Banked Right-Hander.
- 3** Steep Hard Right.
- 4** Hairpin.
- 5** **Sweeping Right**—you should be taking this corner at full speed.



This third speedway track is deceptively fast. It will definitely test your technical braking and cornering skills.



Bayview Speedway Track 4



MAP KEY

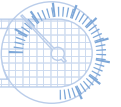
- 1** Hangtime.
- 2** Steep Banked Right.
- 3** Steep Banked Right.
- 4** Hard Left.
- 5** **Hard Left**—this corner is similar to a hairpin but with a slightly wider radius. Treat it the same way for cornering.



TIP .03.08.30

Use a lot of nitrous on the straight-aways. This helps you gain a lot of speed and puts distance between you and the pursuing racers.





Bayview Speedway Track 5



MAP KEY

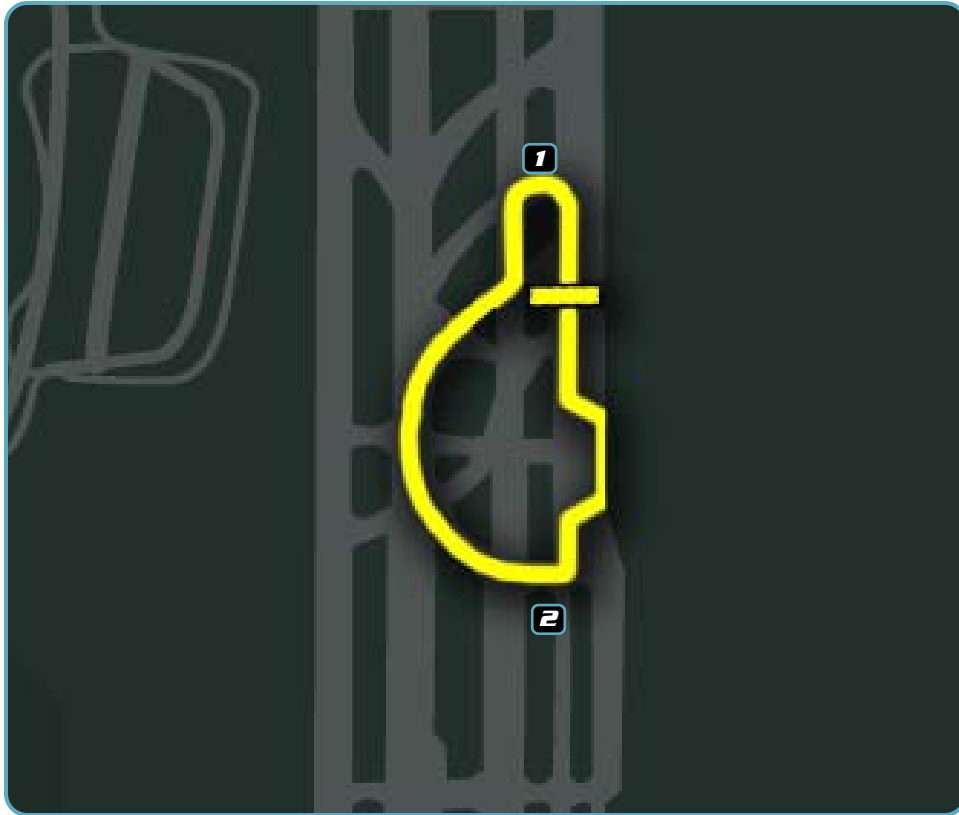
- 1** Sharp Right—set yourself up for a good line here but watch for the tight chicane immediately after the corner.
- 2** Steep Banked Right—this corner leads into a nice series of fast sweeping turns.
- 3** Steep Hard Right.
- 4** Hard Left.
- 5** Sweeping Right.
- 6** Hard Left—accelerate early out of this corner to hit the straights approaching the start line.

HIGH PERFORMANCE TIPS BY MARC DE VELLIS

"While testing on the GT tracks, one of the most important things that gets overlooked is maximizing your gears. Upon entering a corner in the braking zone, your RPMs should be at the redline. If they are not, shorten the gear. You should almost be maxed out in top gear on the straights as well, but leave some cushion for drafting. There is a lot of time in utilizing the gearbox efficiently."



Airport Circuit Track 1



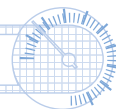
MAP KEY

- 1 Hard Left**—you must hit this early apex bang on to get out onto the straights as fast as possible.
- 2 Hard Left**—this corner sneaks up on you. Watch your map and prepare for it by coming in wide and cutting down the angle.

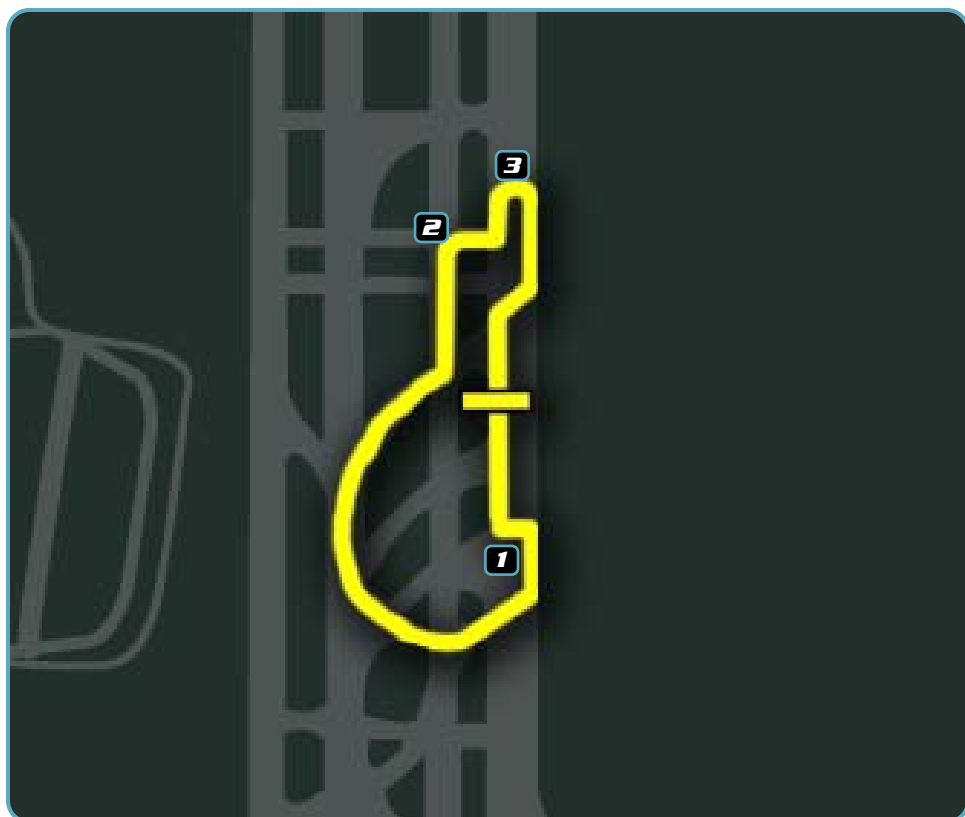


On this first of the Airport URL Tracks, there is no corner-cutting due to the concrete walls lining the outside of the bends. This can actually help you if you mistakenly start to run wide on some of the corners. Don't forget to use the numbered markers on the outside of the track. They start at five and count down to one; they warn of a sharp corner approaching.





Airport Circuit Track 2

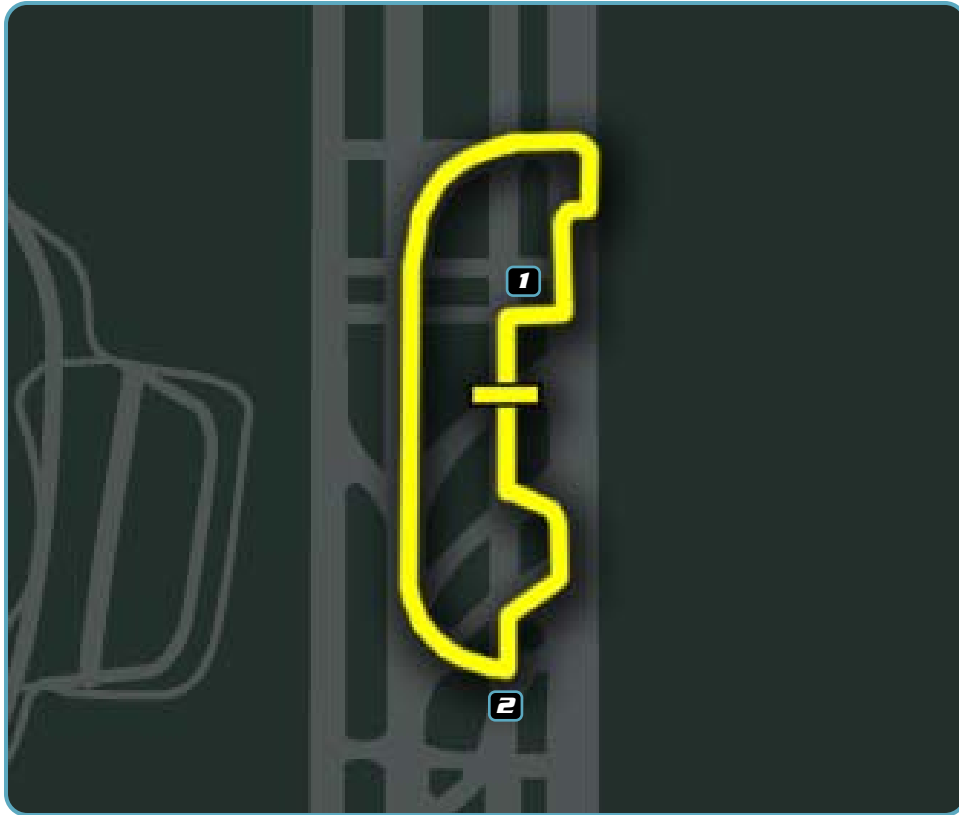


MAP KEY

- 1** **Left/Right Combo**—this is a tight combination of corners. You need the perfect line to keep your speed up here.
- 2** **Right/Left Combo**—this is another tight combination.
- 3** **Wide Right**—similar geometry to a hairpin but use a late apex here to set up for the following corner.



Airport Circuit Track 3



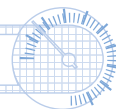
MAP KEY

- 1 Right/Left Combo**—this stretch of track is technical, so practice both early and late apexes in areas like this to find your best line.
- 2 Hard Left**—set up for an early apex here for the fastest line through the following corners towards the start line.

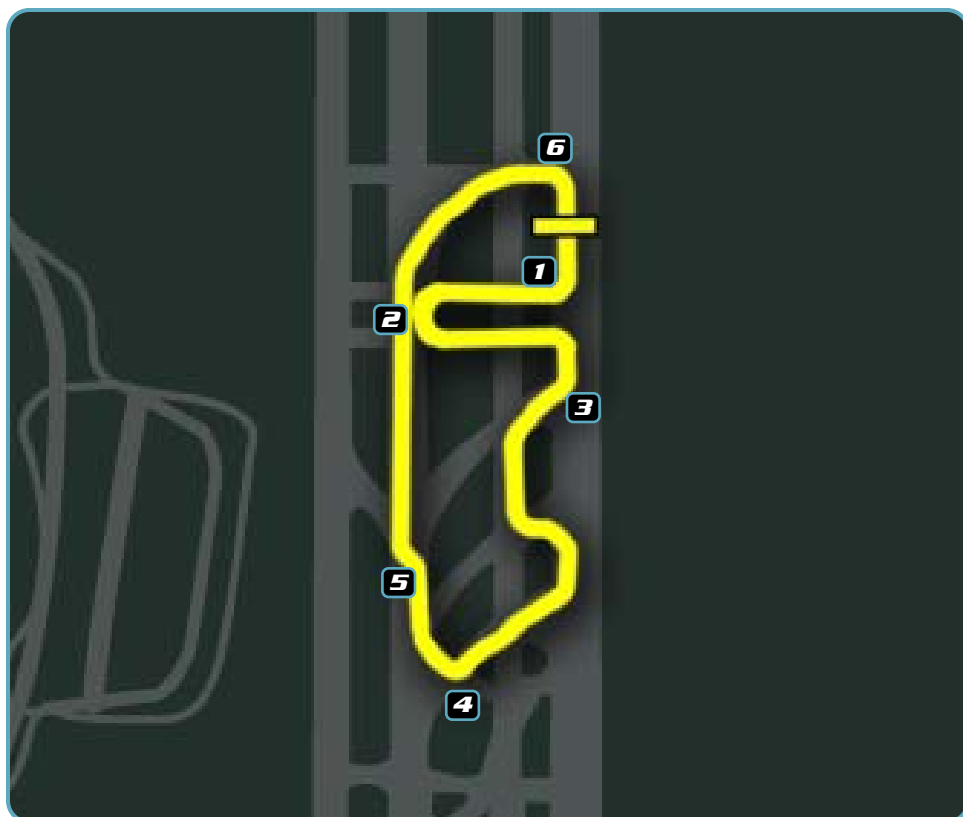


The third Airport URL track makes great use of combining raw speed and technically demanding corners.





Airport Circuit Track 4

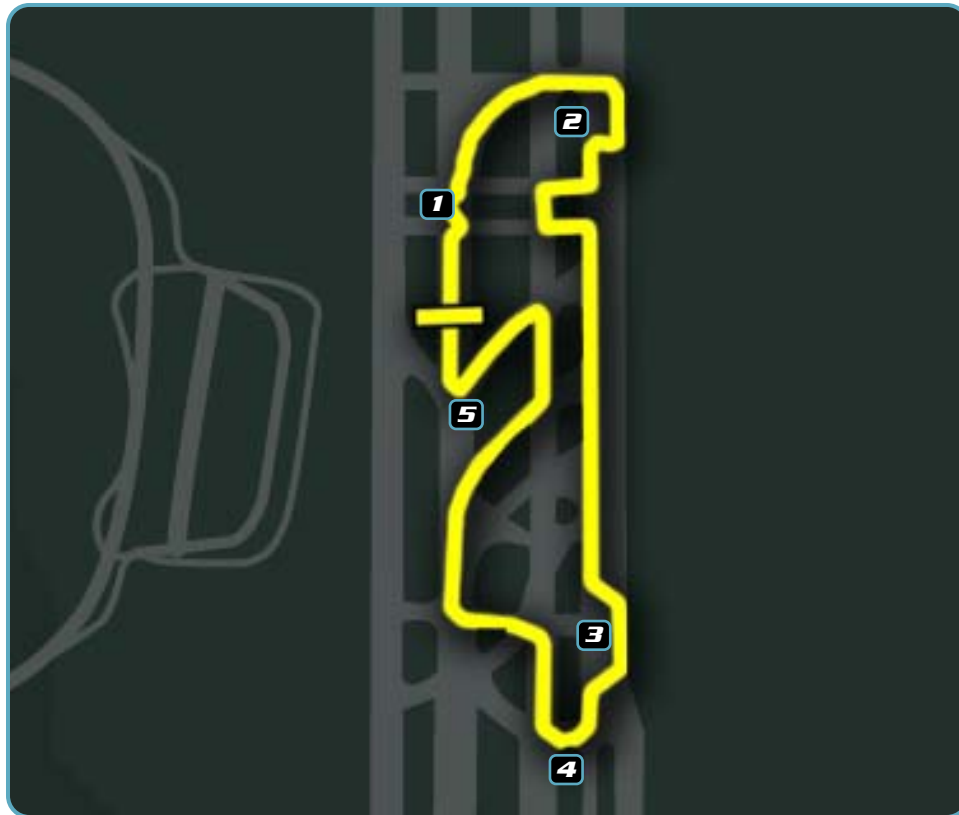


MAP KEY

- 1** Tight Right.
- 2** Left Hairpin.
- 3** **Hard Right**—take this corner as wide as you can to set up for the following sweeping left.
- 4** Hard Right.
- 5** **Tight Chicane**—work your line right here and you can maintain full speed through this section.
- 6** **Hard Right**—hit an early apex here to nail the start line at full throttle.



Airport Circuit Track 5



MAP KEY

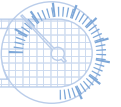
- 1 Tight Chicane**—you can hit this fast and hard but it will take some keen intuition and timing.
- 2 Left/Right Combo**—push hard through this section and get a jump on the back straight.
- 3 Left/Right Combo**—go as wide as you can against the outside edge through the middle straight.
- 4 Hard Right**—approach it like a hairpin.
- 5 Hairpin Series**—this is a brutal section that will kill your speed if not taken seriously. An early apex on the first and a late on the second will set you up on a sweet line for the chicane.



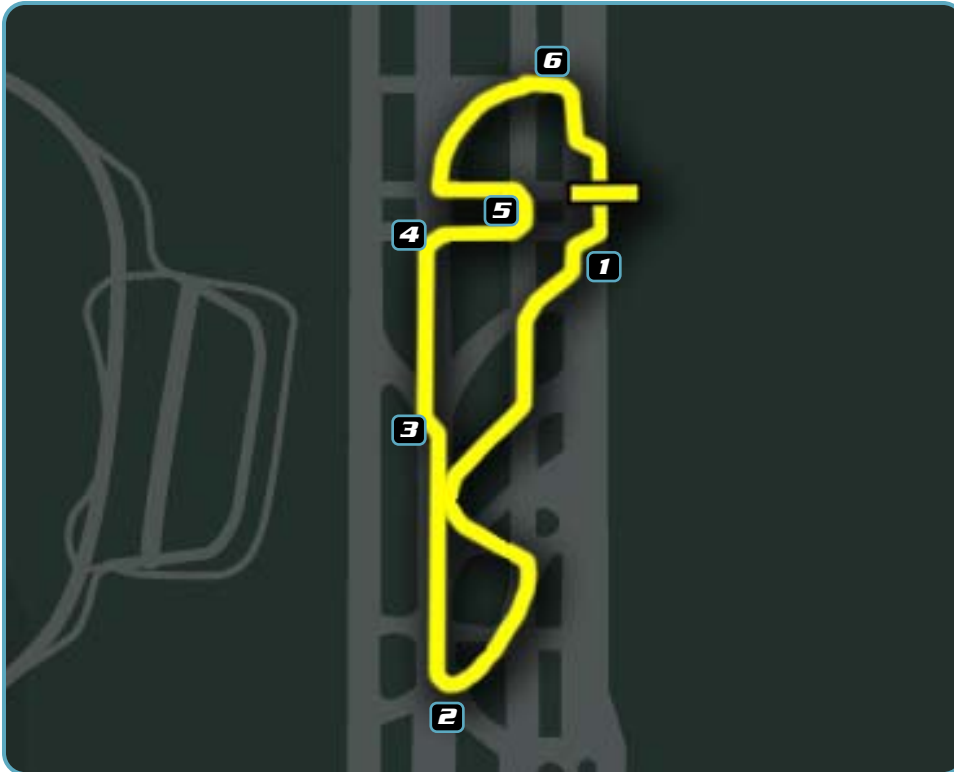
TIP .03.08.30

Take advantage of banked corners that allow you to ride up and takes turns at faster speeds.





Airport Circuit Track 6



MAP KEY

- 1** Right/Left Combo.
- 2** Hard Right.
- 3** Tight Chicane.
- 4** Hard Right.
- 5** Double Apex—swing wide on the first and early apex to line up for the hard right that follows.
- 6** Hard Right.

HOW TO BE THE LEADER OF THE URL BY MARC DE VELLIS

"The URL tracks are fairly high speed. You can get away with stiff suspension that will support the car in the fast sections. Run your car low and adjust the steering ratio for your personal style. Less ratio for aggressive drivers and more ratio for smoother drivers. Run more rear brake bias and max out your tire grip. If you find yourself lifting in the high-speed sections, add more front aero or decrease your rear aero. This will enable the car to carve through the corner. If you take the time to adjust your gears per track, you will find huge rewards. Drive a normal lap and take note of what gears you are in at each given corner. For your second lap, take note of your RPMs. If you are not near the red line shorten your gear. If there is more than one corner that you are in the same gear, analyze which corner is more rewarding and tune the gear in correlation."



CONCLUSION

That's the end of the racing styles. If you have made it through all these tracks, you're on the top of your game. Turn to the next chapter to learn all about multiplayer and online strategies.

MULTIPLAYER & ONLINE STRATEGIES

WINNING STRATEGIES & ROADSIDE MANNERS



Here are some things you should know that will help you evolve as the new king of the streets against real-life opponents. You'll need to develop your racing savvy, of course, but you'll also need to be aware of the conditions of your surroundings and certain circumstances that you can use to your advantage. This information is always valuable when playing against computer opponents but is especially useful if you're up against real-life racers who don't always play by the rules.

Surface Traction

There are several different surface types on the many tracks around Bayview, including: asphalt, sidewalk, grass, dirt, and wet concrete. At times, these surfaces will feel slightly different, maybe hinting at some detrimental effects to your speed or performance. However, you will experience no significant speed loss due to most of these surfaces.



Most surfaces don't slow you down much, even grass. Wet tracks lessen your traction by about 10%.

Stability Control vs. Fast Lines

The Stability Control option adds more forgiveness to your car's handling. With Stability Control on, you won't be able to slide your tail out as easily, so it helps to prevent undesirable slides, or oversteering. It also serves to straighten your car out with less effort after cornering. It's good to learn to drive with it on, but it can also become a hindrance to your razor's-edge racing style and skill development.

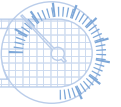


Experienced racers turn this option off to get a more responsive "feel" from the car while ripping around the streets. With the option deactivated, the driver maintains the ability to throw the car's tail end out quite easily. Consequently, this provides for more dynamic drifting and controlled oversteer. When you've mastered this art, you can achieve better track times. This helps you become a more efficient driver and shaves some time off your best lap times.

The Outer Lanes



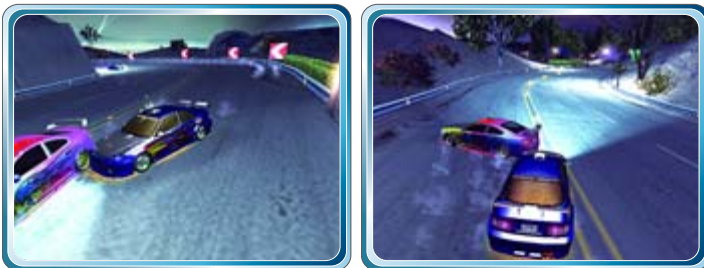
Along most stretches of highway in Bayview, there are outer lanes that have a yellow, diagonal-lined pattern on them. These are not driving lanes, so you'll never see traffic in them and timid racers won't usually use them because they look so



narrow. However, they are not too difficult to maneuver through in smaller cars. In a pinch, use them to your benefit; with some good timing, you can squeeze right by traffic on the outside!

This strategy also applies to sidewalks; however, this trick will demand much better timing. Sidewalks are commonly lined with street signs, so you'll have to get in and out fairly quickly. For use as a quick pass, they can serve as the ideal shortcut.

The Nudge



Aggressive racers appreciate this maneuver. The nudge is a hard tap with your car on either of the rear quarter panels of the car in front of you. If you keep the pressure up, especially on a corner, and then steer into the leading car, you can send them careening off into the guardrail. This is called the push out technique. This type of a crash sends drivers into a furious frenzy because it's very difficult to recover from a perpendicular wall crash. This equates to at least a five second lead for you.

Hang Time

The alignment of your car just prior to hang time can have profound effects on your safe arrival back on earth. If you hit a jump on any sort of angle or rotational vector, that angle and rotation continues to increase while your car is in the air. Consequently, you may even land backwards if you're not careful! Hit your jumps and catch air straight on for the best results.



TIP .03.08.30

Try the push out technique just before a jump. If you and another car are racing neck and neck down the strip and there is a place ahead to catch air, throw in a nudge to the car in front of you right before hitting the jump. Wait until the last second to do this. When your opponent is about to launch into the air, hit them and send them flying out of control off the launch ramp.

This technique turns the car's heading just before taking off. It sends them off in the wrong direction once in the air. This technique is devastating and incredibly difficult, almost impossible to recover from when done effectively.



Nitrous Oxide



There are two good ways to use your nitrous that depend entirely on the results you're going for:

1. Use the nitrous in very short bursts to help you accelerate into higher gears. This technique dramatically increases your acceleration.
2. Hold off on using your nitrous until you've nearly maxed out your speed, then blast off on the straights to get an insane velocity boost! Use this technique to quickly overcome your engine's high gear plateau and reach your maximum speed.



CAUTION.00

OBSTACLES

Around the tracks you'll find numerous types of obstacles littering parts of the street or deliberately placed items such as boxes or street signs. All objects have a certain weight and can impact your car differently. Lighter objects may just present a quick bump while others may stop you dead in your tracks. Items include boxes, pylons, construction signs, and water barrels; the latter two have a heavier anchor weight. Some of the smaller traffic signs will knock your car around and slow you down if you hit them.



Catch Up Mode



Catch up mode can be a blessing or a curse depending on where you're placing in any given race. The cars behind the leader are given a temporary increased acceleration and top speed to match them to the leader. If you bail and

fall far enough behind, your speed and acceleration will go to new ballistic levels. If you can keep it together without crashing, you'll likely blow right by the leaders when you do catch them.



TIP.03.08.30

Know your tracks. The better you know the layout of each track, the more advantage you have over your fellow racers. Get to know the city and its little nooks and crannies. If you can push a racer into a spot he doesn't know, like a protruding part of a building on the side of the track, you may stop him dead in his tracks and he'll be left a long way back as you go on to win.

The Wallflower



If a racer is flanking you on the inside next to a wall and trying to pass, let him pull up beside you and then quickly pin him hard to the wall. He'll succumb to the friction speed loss and drop off your radar while you pull away, giving you a great chance to split

while he gears down. This takes some good timing to accomplish effectively so watch your mirrors and maps to keep track of the cars behind you.

Chicken

If another racer is hard on your tail drafting you, speed towards a car ahead in the road. It is even better if that car is coming towards you, head on! You'll need ice-water in your veins and amazing timing to play this cool. Wait until the last possible moment to turn aside and dodge.



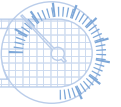
The trailing racer's view is blocked if he's really close behind, enough to not see some of the cars in front of you. As you pull away at the last second, he may end up either totaled or in less of a position to pass you and steal your hard-earned lead.

Blocking

Blocking is an essential skill. Certain types of races like Street X will demand it more than others, but it will help you almost everywhere. Learn to watch your mirrors and check behind you often to keep track of your opponents' positions. Computer

racers may not weave while trying to pass but human opponents can be deceptive. Knowing where they are at all times is essential if you are going to keep them behind you.





Wait for a pursuing racer to make a move. Anticipate his path and cut him off. Run him into a guardrail or just keep moving to stay in front of him and he never gets the opportunity to get by you. Keep an eye out for your surroundings though; you don't want to get caught off guard and bail while trying to take someone else out.

Riding Rails



If you get frustrated at doing all this technical braking and turning, you have an option. On some corners throughout the many tracks in Bayview, swing your car wide around the corners, actually grinding along the guardrail or red

track barriers that close sections off. If the corner is smooth enough and you come in fast and at a low angle, you can ride that rail all the way around and shoot out the turn exit like a rocket. The effect of friction is minimal in this case and often you can leave the corner at a higher speed than an opponent who enters and performs the perfect break and turn maneuver.

In some locations this doesn't work and you end up losing speed due to friction. But this is not true for all the corners.

Some corners you may enter at 150mph and exit at 140mph from riding the rail while the racer ahead of you did a perfect technical line and still came out of the corner slower than you did.

ONLINE PLAY

The game dynamic changes dramatically online. Now you're playing against a gamut of wannabee Bayview champions, so you need all the help you can get. Here's the breakdown of the two primary modes of racing *Need for Speed Underground 2* online: Unranked and Ranked races.

Unranked Races

Unranked races can be played with any vehicle, including all the single player career cars or online created cars. However, no stats at all are tracked for the unranked games.

These races have a special "Race Again" feature that allows the host to re-challenge the other players to begin the race again without having to reconnect to the lobby.



NOTE.00.23

Outrun races are unranked only. However, there can be Outrun tournaments where players have to race in consecutive races to reach the target number of points to win the tournament.





Ranked Races

There are six game modes that can be played as Ranked games: Circuit, Sprint, Drag, Drift, Street X, and URL. Playing in a Ranked game will automatically switch the player's car to the Ranked car linked to that specific race style. Players are required to custom tune a car for each race style in online play. Cars may be traded in the online car lot located in the Online Customization Car menu.

Each Ranked game style consists of ten rank tiers players must progress through with the ultimate challenge of becoming "Elite" in each mode. Points are awarded upon completion of a ranked game and will contribute to the player's rank position for that mode. The table below outlines the Ranked tiers.

| RANKING POINTS PER TIER | | | | | | |
|-------------------------|------|-------|---------|--------|----------|------|
| Title | Drag | Drift | Circuit | Sprint | Street X | URL |
| Rookie | — | — | — | — | — | — |
| Novice | 100 | 20 | 20 | 20 | 40 | 40 |
| Inter. | 275 | 55 | 55 | 55 | 110 | 110 |
| Skilled | 500 | 100 | 100 | 100 | 200 | 200 |
| Advanced | 850 | 170 | 170 | 170 | 340 | 340 |
| Veteran | 1400 | 280 | 280 | 280 | 560 | 560 |
| Expert | 2200 | 440 | 440 | 440 | 880 | 880 |
| Pro. | 3300 | 660 | 660 | 660 | 1320 | 1320 |
| Legendary | 4800 | 960 | 960 | 960 | 1920 | 1920 |
| Elite | 7000 | 1400 | 1400 | 1400 | 2800 | 2800 |



NOTE .00.23

When a player reaches Elite status in any race mode, they receive an icon that is viewable by any player in the game room.

Points won will vary based on the number of players in a game. The more players there are, the more points that are awarded for finishing in a higher position. Ranked games require a minimum of three players.

POINTS EARNED PER RACE

| | 2P | 3P | 4P | 5P | 6P |
|-----|----|----|----|----|----|
| 1st | — | 5 | 10 | 15 | 25 |
| 2nd | — | 3 | 5 | 10 | 15 |
| 3rd | — | 1 | 3 | 5 | 10 |
| 4th | — | — | 1 | 3 | 5 |
| 5th | — | — | — | 1 | 3 |
| 6th | — | — | — | — | 1 |



NOTE .00.23

The Underground Racing League events are the only races in which up to six players can compete at the same time.

Disqualifications

Players are disqualified for breaking the rules in Ranked Games. If players are accused of disrupting the game flow by blocking the road, driving backwards, or are accused of cheating, they receive a disqualification. When players achieve a certain number of disqualifications, their name will change color when they enter a game room. The closer to purple the name is, the more disqualifications they've received.

DISQUALIFICATION TABLE

| Disqualifications | Name Color |
|-------------------|------------|
| 1 to 25 | White |
| 26 to 75 | Yellow |
| 76 to 150 | Orange |
| 151 to 300 | Red |
| 301+ | Purple |

CONCLUSION

Now that we've covered how to beat down your trash-talking friends' material, let's take a look at some behind the scenes goods with professional racer, Marc De Vellis.

BEHIND NEED FOR SPEED UNDERGROUND 2 WITH MARC DE VELLIS

INTERVIEW



We took a bit of time to catch up with Marc De Vellis as he was helping the *Need for Speed Underground 2* team finalize the game.



*Marc's other tips and recommendations are included in the various chapters to which they apply. Look for special tips from Marc De Vellis on how to race to win in *Need for Speed Underground 2* throughout the rest of the guide.*

Prima Games: What is your mantra for excellence? You mentioned that when you're driving "you're free of worry and in total control." What helps you reach excellence on the racetrack?

Marc De Vellis: Every successful athlete has something in common: structured preparation. So much goes into trying to be the best in one's profession. It starts with passion and love for what you do. What takes you to the next level is preparation, determination, heart, desire, and the humbleness to realize that if you don't do all the hard work

BIOGRAPHY OF MARC DE VELLIS

Marc De Vellis is a seasoned nine-year veteran and champion in auto racing at the age of twenty-two. He says that the late Greg Moore was his role model and has inspired Marc in his quest to become a professional race driver on the Cart FedEx Championship circuit in the future.



Marc's commitment is such that he has no backup plan for his future.

"I've never thought of a back-up plan and I never will, because once you have a back-up plan, you fall back on it," he says.

At 12 years old, Marc was rookie-of-the year in his first year of karting; at 16 years old he was an International 125cc-shifter Kart Champion. Currently, Marc is excited to prove to the world that he has what it takes to make racing his career.

"Racing is my life and my passion. I have many supportive people under my wings. So far my journey in motorsports has been almost surreal, as I have accomplished all the goals I had previously set forth. I also am aware that without my family backing and supporting me, I wouldn't be where I am today. I owe them much gratitude, as my victories are also theirs," says Marc.





to prepare, one of your competitors will. I feel most comfortable in life when I am doing over 160mph. I feel untouchable, as if I can literally drive away from any worries or stress that accompany the pressure of being a professional athlete, as well as life in general. When I am performing at my best and am in my zone, everything becomes quiet and is viewed in slow motion. It is like someone pressed the auto pilot button and I am just along for the ride. "The Zone" is a state when your brain is blending complete concentration with relaxation. Every athlete strives to achieve this but only very few ever do.

P: What are some of the newest features in *NFSU2* that really impress you?

MD: The *NFSU2* development team is truly sensational. I refer to the team as the Ferrari of video game development. With *NFSU2*, they pushed the envelope with the various game modes and they are again the ultimate in car customization. The tracks this year are a perfect blend of fun and technicality. The parts that I will probably play the most with my buddies are the dyno and the live tunings. I believe people will love feeling the rewards of tuning their car to their own style and seeing the lap times to prove it.

P: What was your role exactly in working with Greg Uhler and the *Need for Speed* team this time around? Tuning the tracks and cars for efficiency and accuracy? Or fun factor?

MD: Greg and I are an efficient team. We worked on the original *Need for Speed Underground* together and teamed again on this project. Greg is as much of a racing enthusiast as I am, so we get along just great. I was brought onboard this year to take care of the physics tunings of all the



cars. Our goal was to create a fun drive that brought out the natural characteristics of the cars. I believe that we were successful in creating a drive that is both fun and technical. Greg and I have very similar gameplay methods so, basically, we are always on the same page. If he requests that a car handle a certain way, I could literally get it there in minutes once the car was in the window. I truly enjoyed working with him this year. I look forward to the future development we will do together for the upcoming projects.

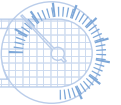
P: How has racing changed since you started your career? What are the most important factors to being a champion racer?

MD: I started racing when I was eleven. Now at the age of 22, I find that the industry has grown so competitive that the budgets to run a good season (even for just a year) are almost unattainable. Just three or four years ago the car counts at each race event were in the upper twenties, whereas now they are lucky to get a dozen on the track. In

Europe you are rewarded if you have talent, yet here in North America, the driver who brings the budget gets to race. It is a bit frustrating for me, but if you focus on those frustrating aspects, you never have time to prepare or work on the business side of things to enable your own success. To be a successful champion, the easy part is winning races. The hard part is being a champion off the track. This means that even on the hard days, you greet your fans with a smile and be a role model to the kids. At the end of the day we are all entertainers and loyalty to the fans creates a long, respected career.

P: What advice can you offer to our readers on how to get the most out of *NFSU2*?

MD: I recommend pacing yourself. In my opinion, this is the best racing game ever, as it is blended with so many modes and customization options. Pay attention to the scenery because the rendering team did a sensational job. Be disciplined when driving for lap times. When you set a fast time, try to realize what made you



fast so you can do it again and again. In each mode, whether it is hitting perfect shifts in Drag or connecting your drifts, stay disciplined and you will be rewarded. If anyone needs any advice on car setups, they can drop me a line at info@marcdevellis.com. I am planning on designating some time to answer questions regarding the maximum tunings for the cars.

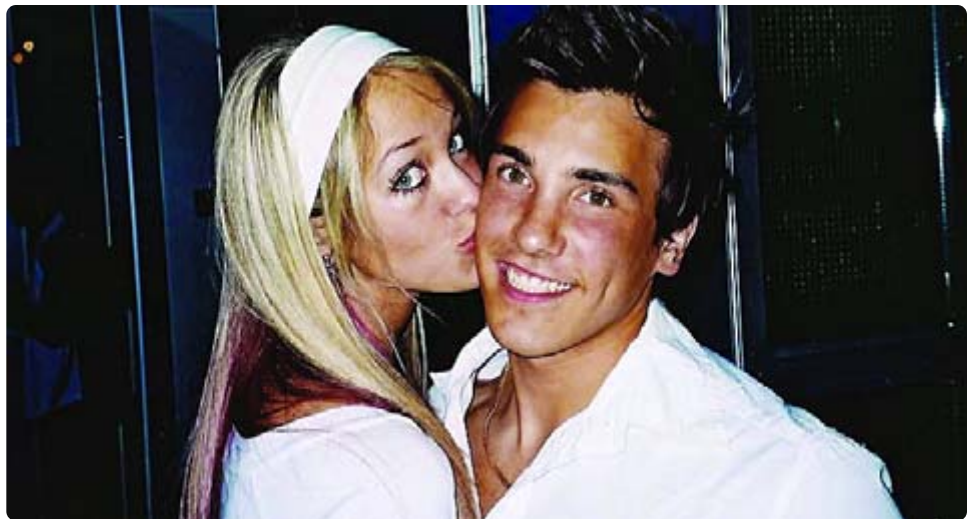
P: What advice can you offer someone who wants to race full-time? How does one get started in the business?

MD: Start at the age of six or seven if you want to try to make it a profession. If you are older and have the budget, you can sometimes buy your way into a ride. It takes millions of dollars and is a big financial gamble. At the age of twenty-two, I have had well over \$5 million dollars put towards my racing career. It takes a team of people to get you to where you need to go. I can't even count the network of people that have been there and supported me through the years. My wins and championships are as much theirs as they are mine.



P: What's the best way to avoid a wreck?

MD: In the gaming world, try and keep your vision as far forward as possible. Never look at the stationary crash; look at where you want to place your car. Keep your foot planted and stay calm. The less steering input, the better.



In real life, don't speed. Always pay attention, focus, and, if you respect your ride, it will respect you.

P: How does your girlfriend feel about driving in the car with you? Are there any stories you can share?

MD: My girlfriend is actually a model in *Need for Speed Underground 2*. Believe it or not, she doesn't even let me remotely speed. She does feel very comfortable when I drive, usually because I try to keep my adrenaline to a minimum when I am not on a racetrack. Streetcars aren't fast enough to give me a rush, not that I tried or anything!

P: What are you doing now and what are you looking to do in the future with your career?

MD: Currently I am working on the sequel for *Need for Speed Hot Pursuit 2*. I am also tuning the cars in *Need for Speed Rivals* for the new PSP handheld. Aside from video games, I have launched my newest venture, DOLCE 67, which is Western Canada's first and only racing café.

We specialize in artisan gelato, coffee, and panini. I am currently negotiating a ride that could possibly put me in (another sponsored) car as early as this winter. You can view the racing café or find out more updates at www.marcdevellis.com.

P: Is there anything else you'd like to add?

MD: Since Brooke is doing this year's Public Service announcement and I did last year's, I think she and I should have a "play-off" where winner takes all for *Need for Speed Underground 3*! I'll even give her a head start.





NEED FOR SPEED UNDERGROUND 2 WITH BROOKE BURKE

Prima Games: How similar are you to your character Rachel?

Brooke Burke: Rachel and I definitely have a lot in common. Strong, smart, sexy, confident...and we're both thrill-seekers with a taste for fast cars and adrenaline. But that said, I'd never drive as fast as Rachel in real life, of course (wink, wink).

P: How much of yourself did you put into the character?

BB: Working on a video game was an amazing experience and completely different from the work I've done in TV, movies, and modeling in the past. I think I was really able to get a lot of my own personality into the character in the end.

P: Were you more Rachel as per the script or more Brooke?

BB: I think I bring a lot of my own personality to whatever I do, but in the end, the character is definitely more Rachel than Brooke. I'm a huge fan of cars, but Rachel is obviously much deeper into the tuner scene. I had a lot of fun getting up to speed with the lingo and really exploring my inner speed demon in the context of the game.

P: Rachel runs the underground racing circuit. Are you much of an organizer in real life?

BB: Well, I don't run an underground racing circuit in real life, but I do juggle two kids and a busy career. I'm not sure who has a harder (or more satisfying) job. Luckily, by playing Rachel in the game, I get to have a little bit of both!

P: How does working on a video game differ from working on a television show?

BB: Since *Need for Speed Underground 2*'s story plays out like a graphic novel, it was a really unique process to be involved with. Not only did I capture the character in my voice acting, but I took thousands of still photos with the team. Each shot really needed to tell part of the story, and each expression and pose related back to the drama unfolding in the game. It was hard work, but I think it really paid off in the end.

P: What did Electronic Arts, Inc. ask you to wear when you were posing for your character stills?

BB: You'll have to see for yourself in the game! The coolest part about the story being told in the graphic novel style is that you're not seeing a cyber-representation of Brooke Burke. It's the real thing. The artists treated my photos and animated the sequences to tell the story in *Need for Speed Underground 2*.

P: What do you like best about the game so far?

BB: I love seeing the game in action—I was really impressed the first time I saw one of the cut scenes from the storyline in action. Games have traveled light years since my days of playing Miss Pac-Man.

What I'm looking forward to most is having the opportunity to sit down and actually play the game with my nephew, who is the world's biggest *Need for Speed* fan. I think I'll be his new hero.

P: Is there such a thing as going too fast?

BB: In the game...no way! Video games are a great escape from reality. Of course, I always respect the rules of the road. Get me on the Autobahn, however, and it's a completely different story.

P: Do you follow much of the tuner culture yourself?

BB: I'm a huge car enthusiast in real life and actually drive a bit of a race car myself. The prize of my collection is a Ferrari Maranello, which obviously doesn't need much tuning. However, I am in the process of chroming out my SUV, which I'm absolutely in love with. The best part about the tuner scene is that it's all about self-expression, and I love to check out what people do to trick out their cars.

P: Which car is your favorite to drive in real life as compared to in the game?

BB: I love my SUV in real life. It's really quite a powerful feeling to be behind the wheel of such a huge car. Luckily, Electronic Arts, Inc. has also included a number of SUVs in *Need for Speed Underground 2*, so I get to drive them in the game too!

P: Do you have any tips for the players on their racing strategies?

BB: Use your brakes! I always love to keep my foot on the gas, but sometimes a little braking can go a long way to making sure you hit the turns perfectly. Never underestimate the power of a little finesse.

P: You rock! Can we race sometime?

BB: You bet! Look for me online!